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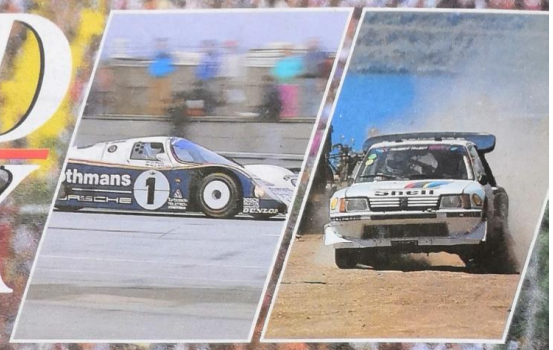

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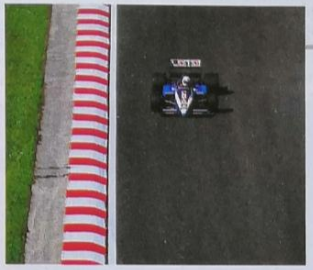

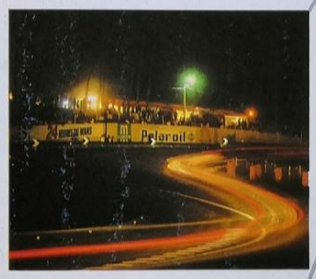

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In this issue of GPI Between pages 48 and 49: 1 advertising insert - worldwide circulation; 1 advertising insert - UK circulation only.

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TOPICS

Guy Ligier had been hoping to race a third JS27 in the French GP for French driver Philippe Alliot. Unfortunately, Renault will not be able to supply enough engines and Alliot will have to watch from the stands.

Bobby Unser has been named as the replacement driver for Röhrl on the forthcoming Pikes Peak hillclimb in the state of Colorado, the German driver unable to compete as a result of Audi Sport's decision to withdraw from rallying in 1985.

The British RAM F1 team has been bought out by a new company formed in Australia to launch an F1 effort from that country. The team will be known as the Black Swans and the debut race is planned for the Adelaide GP in October.

The Jim Russell Racing school celebrates its 30th birthday this year, thirty years during which which thousands of hopeful youngsters have passed through their hands, many of whom have gone on to greater things. Derek Bell, winner of the Le Mans 24 Hours race for the fourth time this year, is a Jim Russell graduate.

John Buffum, who now drives the Sport Quattro which Michèle Mouton took to victory on last year's Pikes Peak hillclimb, won the Nor'wester Rally which is organised in the state of Washington and is a qualifying round of the SSCA Pro-Rally series in the USA.

John Paul Junior has been sentenced to five years imprisonment as a result of drug trafficking charges for which his father has also been found guilty. John Paul Junior learned of the court's decision as he was about to start practice for the Indianapolis 500.

TOWARDS 600 BHP FOR F1

The Belgian Grand Prix was marked by an interminable series of meetings, some lengthy, others simple exchanges of words between those directly interested in the future of Formula One: Balestre/Piccinini FOCA, just FOCA, FOCA and the legalists, FOCA and the drivers, just the drivers, Balestre and the motorists, Balestre/McLaren, Balestre/Piccinini/Renault, Balestre/-Ecclestone and, finally, Balestre/-Ford, The aim of all these gatherings? To obtain a common agreement that power levels in F1 be restricted to 600 bhp. Balestre: *"It is absolutely essential that we find a means of reducing the power output of Formula One engines to around 600 bhp. It is essential for the sake of security, to bring down the cost of the sport and to give a better image to F1 which has become little more than a playground for technicians and motorists. We have been looking at ways of doing this for the last three years, so you see, it isn't just a reactionary measure that has been pulled out of the hat. The problem has been that discussions in the past have never allowed us to find a solution that suits all the constructors. Certain of them accuse FISA of committing grave errors and of refusing to get round a table with its partners. It is not true. On the contrary, we have been the victims of too much consultation since certain parties insisted on putting their own personal interests before those of the sport in general. Our project has been ready for three years now but we have been obliged to wait all this time before being able to apply the measures that have long been necessary. In any case, had we not been able to get a unanimous agreement, we would have pushed through the changes anyway. Remember how we did away with skirts in 1982 in the face of opposition from nearly everyone concerned."*

It was in that frame of mind that FISA has tried in the past to convince the teams that the F1 situation should be reviewed but it took the unhappy death of Elio de Angelis to bring everybody together at last. Even Ferrari, staunch supporters of the reduction of engine capacity to 1,200 cc, have finally accepted the control of power output by artificial means. *"Our position is simple,"* explains Piccinini, team manager at Ferrari. *"The drivers are united that something must be done and we want to respect their wishes."* Even McLaren's Ron Dennis has decided to fall in line, he, who like Honda, refused point blank in the past to agree to any revision of the rules.

The drivers' association, comprised of Piquet, Prost, Alboreto, Senna, Tambay, Boutsen, Patrese, Brundle and Danner, had a major role to play in the final agreement, and they wholeheartedly support FISA's proposed measures. *"Formula One just can't carry on the way it's going at the moment,"* agreed Prost. *"The fact that we reach 350 kph along straights is acceptable since, in itself, that's not dangerous. But, with the incredible power our engines put out at the moment, we can reach 300khp in just a few hundred metres, acceleration is incredible with 1200bhp, ridiculous even. We've got to do something before the dangers get out of hand. Our aim is to see power stabilised at around 600bhp and to put a stop to timed practice where we are no longer fully in control of what is happening around us. To achieve that, we must rely on FISA."*

At the end of the day, after the last of the meetings, FISA was proud to announce that the necessary unanimous agreement had been reached to reduce power output to 600bhp. Piccinini prefered to call it a 'general approval of the principal' rather than a 'unanimous agreement' for diplomatic reasons which might also indicate that there has still been no agreement as to the means of achieving the reduction. Indeed, for the moment, nothing has been completely decided in that area. A number of solutions are possible; a throttling flange on the air intake, a reduction in the diameter of the air inlet to the turbo, a pre-set turbo-pressure pop-off valve, a limitation of the diameter of the turbo itself or even a reduction of maximum engine capacity to 1,000cc. It would appear, however, that the pop off valve which is used with success in Formula Indy in the States has the approval of the majority. Even Ferrari prefer the pop-off valve but then they are already working on the idea for their forthcoming Indy programme. Only McLaren and Honda prefer the solution of limiting air supply to the turbos. Why? Simply because it is a solution which would open the door to new turbo techniques involving variable geometry turbos, and even multi-turbo technology where each compressor supplies exhaust energy to the next. McLaren's and Honda's advantage would lie in the fact that they have special contracts with KKK and Ihi respectively but Cadringher, FISA's resident engineer, has reassured us that it is unlikely that that means be adopted. *"Personally"*, he admitted, *"I prefer the throttling flange because it is easier to install and easier to control from our point of view but the motorists maintain that the pop-off valve is probably as reliable as any other solution. It is up to us now to ensure that the rules are not open to any interpretation and I will shortly be going to the USA to see how the Indy system works out there. It will be necessary to see if the valve is fair for everyone with all the different engine forms that exist at the moment; 4-cylinders, V6s at 80°, 90° or 120°, single and twin turbos... It is probable that there will be one pop-off valve for the 4-cylinder engines, and one for each row of cylinders for the V engines."* It also seems likely that the valve will come into action at around 2.6/2.7 bars which should have the effect of reducing power to around the 600bhp mark. Pressure is around 5 bars at the moment.

Whatever happens in the near future, FISA's proposals have reached a point of no return and the solution ultimately adopted is only a minor detail. A working group of motorists comprised of representatives from Ford, Porsche, Renault, Honda, BMW and Ferrari is getting on with the job of finding the ideal compromise and we should have some indication as to their progress after FISA's Executive Committee meeting on June 26.

BALESTRE TAKES A BREAK

JMB is tired, exhausted, worn out by the interminable series of important meetings he has been holding all over the place these last few weeks and it was announced at the Belgian GP that he was going to take a break from the troubled waters of motor sport. "I have handed over my powers to Pisanowski, as far as FIA business is concerned, and to Roxburgh for FISA. I should be absent for a few months."

RAHAL WINS INDY 500

The Indianapolis 500 mile race finally took place a week after the planned date having been postponed because of heavy rain. In the end, the race was held in bright sunshine. Pole-man, Rick Mears led for most of the distance at a fast pace but was passed by Bobby Rahal and Kevin Cogan before the finish, the three drivers taking the chequered flag more or less together. Rahal completed the 200 laps at an average speed of 274.69kph, a new record which pulverises the former record set by Rick Mears in 1984 of 263.15kph.

INDIANAPOLIS 500 MILES

May 31, CART USAC round 3.
1. Rahal (March 86C/Ford Cosworth DFX) - 2. Cogan (March 86C/Ford Cosworth DFX) - 3. Mears (March 86C/Cosworth DFX). 4. Guerrero (March 86C/Cosworth 86C) - 5. Unser Jnr (Lola T86/00 Cos. DFX) - 6. Andretti Jnr (March 86C/Cos. DFX) - 7. Fittipaldi (March 86C/Cos. DFX) - 8. Rutherford (March 86C/Cos. DFX) - 9. Sullivan (March 86C/Cos. DFX) - 10. Lanier (March 86C/Cos. DFX).

SILVERSTONE'S TRIUMPH?

It came as a relief to learn that the motor racing future of Brands Hatch and its two satellite circuits had been assured by the sale of Motor Circuit Developments Ltd to a consortium which included elements of the existing management. Futhermore, the generosity of the previous insurance company owners reflected their intention that the purchasers should continue racing activities. Indeed, it is said that the Brands Hatch site alone has been valued at more than the total £5.25 million sale price as a possible commercial (i.e. non racing) development.

What a surprise it was, therefore, to be informed by the international federation, FISA, only a week later, that it had "approved" the five year contract "signed by Silverstone Circuits and the Formula One Constructors' Association" for the British Grand Prix to be held exclusively at Silverstone for five years starting in 1987.

Or was it a surprise? The FISA announcement certainly threw a number of hitherto unflappable parties into confusion. The Managing Director of Motor Circuit Developments Ltd, who not only put up a personal 20 per cent contribution towards the purchase but also has a place on the relevant FISA committee, claimed to be unaware of the deal. The RAC Motor Sports Association, which holds the rights to the "British Grand Prix" as a title, also had to remind the parties involved that it would have to approve the arrangement before it could take effect. And Mr Tom Wheatcroft, who has made no secret of his ambition to hold the Grand Prix at his Donnington Park venue, announced his readiness to "sue everyone regardless."

Silverstone's directors, having committed the embarrassing oversight of failing to notify their PR department of the important news, then issued a statement which can only be described as defiant. Since Brands Hatch had staged a championship Grand Prix in each of the last five years, went their arguement, they had "taken steps" to ensure that they got the race for the next five years.

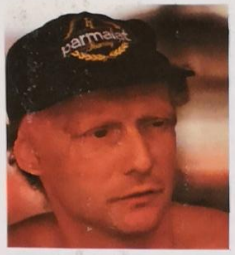
All these wranglings demonstrate the commercial importance of the BGP to the two (or three) circuits involved. In the fullness of time, no doubt we shall be apprised of the trade-offs which Silverstone has made to FOCA's hard-nosed president.

What has not been taken into account, however, are the feelings of the many thousands of fans — both British and continental — to whom Brands Hatch has always represented some of the best viewing to be had at any European circuit. Just for once, we suggest, the customers' views should have been taken into consideration when it was decided to hand our most important race of the year to a track which in terms of visibility and access is still very much an ex-airfield.

Judging from the reactions of the RAC Motor Sports Association, the matter is yet to be decided. Let us hope that Britain's governing body does not allow itself to be diverted from reaching a decision which is in the best interests of everyone concerned, and not just a small group of financially motivated businessmen.

GPI

LAUDA: "BAN PRE-RACE PRACTICE"



The three times F1 World Champion declared after the death of De Angelis that he believed timed and untimed practice before GPs should be dropped. Lauda, who has good reason to be especially conscious of the dangers involved in F1, says that it is urgent to eliminate as many of the risks taken by drivers during these sessions. "If we don't act quickly, there will be other serious incidents." Niki's solution to decide the grid for each race would be to use the results of previous races as a guide for grid positions.

ARROWS A9 DUE SOON

Promised initially for the Belgian GP, then for the Canadian GP, the Arrows drivers will have to wait until the French GP on July 6 before they can race the eagerly awaited A9. "Only three days work were needed to finish the car," explains Jacky Oliver, team manager, "when a strike broke out at British Aerospace who are manufacturing the carbon shells and bodywork for us. We attempted to get the chassis out of their factory to finish off the work elsewhere but the strike pickets wouldn't have it." The only other solution was to get new shells made from scratch by another supplier but time finally ran out. "We are a bit peeved by the delay. It's not the first time though that we have gone through a difficult patch, everything will sort itself out."

BMW GO IT ALONE?

The rumour is getting stronger and stronger that the BMW/Brabham partnership will be coming to a close at the end of the current season, the German manufacturer prefering to go it alone with their own car. The Bavarian team have not yet officially announced any plans but Peter Flohr, the new competitions manager, has spoken openly about a 100% BMW F1 car, although it would seem that the chassis would be supplied by March who have already worked alongside BMW in F2. Niki Lauda, who has a contract with the German company as 'adviser', would make an ideal test driver. The car should be ready as soon as the beginning of 1987 but a debut in 1988 would be more likely, allowing BMW to respect their contract with Brabham — which expires at the end of '87 — to the letter.

CASTELLET FINALLY SHORTENED

The sad loss of Elio de Angelis will at least have served to bring about a radical metamorphose in the sport's basic structure, considered by many to have surpassed a human level. One of the consequences has been the decision to bring forward the modifications to the Paul Ricard circuit. We first talked about a possible shortening of the French circuit in GPI No102 but it was decided by the circuit management to wait until after this year's French GP to carry out the work. After the Brabham driver's death, though, FISA asked Ricard to undertake the necessary action to by-pass the Verrerie 'S' bend before the forthcoming Grand Prix. The work will be financed by the FFSA, the French motorsport governing body. For memory, the length of the circuit will be reduced from 5.8 km to 3.8 km.

AWS SAFETY WEAR GETS FISA APPROVAL

Advanced Wear and Safety's new fire-resistant competition clothing has received FISA approval this month which should make the use of this revolutionary new material in racing and rallying become steadily more widespread as the garments become known.

Mike Theobold, AWS's managing director, hit upon the revolutionary technique which makes his product unique almost by chance. A thin layer of heat-resistant putty, used in his welding activities, is incorporated between two layers of more classical Proban fabric to form a barrier to flame which no other product can achieve. *"The product has proved itself in its retardancy,"* says Theobold who admits that he didn't develop his idea for commercial reasons but out of his love for F1. *"Initially, I only produced underwear with the material, having learnt that most drivers were happy just to race with T-shirts underneath their overalls. The whole thing has taken off so quickly. I have recently designed a balaclava which features a carbon filtre for the mouth, and gloves. Recently I acquired the Proban company in order to offer a full range of competition safety clothing."*

Theobold's product is now used by more or less every F1 driver, an ideal shop window for the Kent-based manufacturer, and sales are taking off world-wide. Theobold himself seems to be the most surprised at the way his safety wear is selling and whole new markets are being opened up to him. *"I am receiving orders from the pyrotechnic industry and the Ministry of Defense has recently placed an order for complete sets for the Eagle helicopter unit. »*

PROST FIGHTER PILOT

During the weekend of the Pau F3000 GP in France, Alain Prost, whose company 'Pole Promotion' organised the meeting, was invited by the French minister of defense to go for a quick flight in a Mirage jet-fighter. During the hour long flight, the F1 World Champion was given the whole works including simulated attack, vertical climbing, full speed dive, etc.

Back on terra firma again, the McLaren driver did look a bit green and groggy but claimed to have enjoyed every minute of the experience. "I don't think I would have been able to last much longer though and I'm grateful that we didn't go any faster than we did. You've got to admire the guys that pilot these things."

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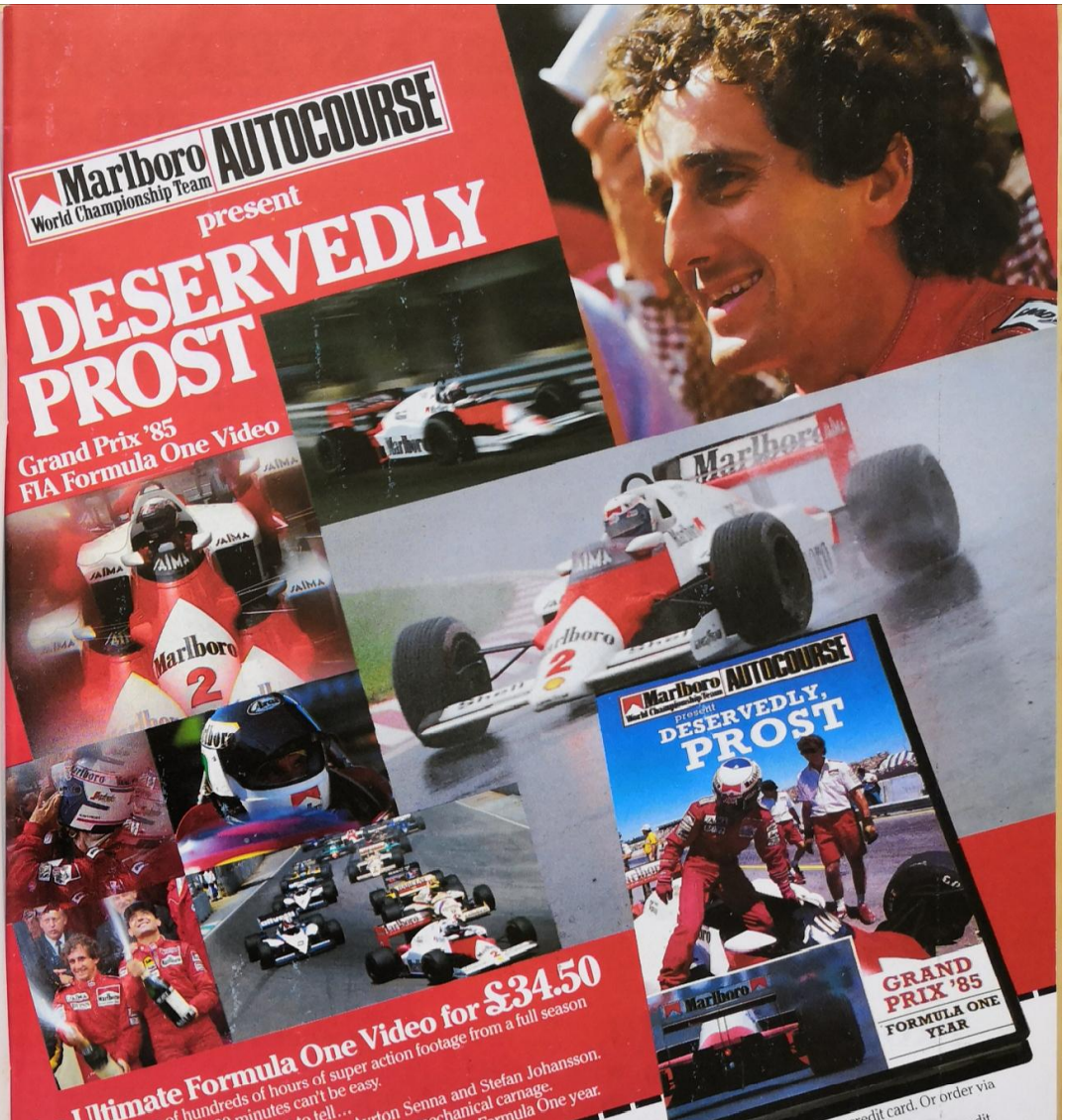

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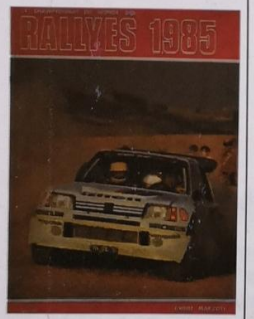
NEW GROUP A ALFA

In the light of the banning of Groupe B cars in World Championship rallying for 1987, the arrival on the scene of any new, competitive Group A car is likely to be of interest over the coming months. Yves Loubet, winner of the category on the Tour of Corsica, recently had the honour of giving the latest Alfa Romeo, the 75, its debut run on the Criterium Alpin, a qualifying round of the French and European championships. Prepared by the private Gema Racing team, the 75 uses basically the same mechanicals as the trusty GTV6 coupé. Only the suspension differs and the Rothmans backed team are hoping that the latest body design will make the car more stable.

Although it still has to prove itself over gravel stages, the 75's career got off to a flying start on the French event by winning Group A and finishing 4th overall.



PICS AND SHOTS

André Marzoli will be a familiar name to most readers, especially those who eagerly await our double page spreads each month. As you will have noticed André specialises in rally pics and has recently published a review of the 1985 season, illustrated, obviously, by a selection of his work. The 230 page book, entitled 'Rallyes 1985' and published by Edita, Switzerland, is definitely worth a look even if the text is in French. For the record, André has keenly followed rallying since 1977 and even participated in this year's Safari.

NO FORDS FOR KIWI

Continuing the saga of which manufacturer isn't going to which rally, Ford Motorsport have announced that there will be no RS200 in New Zealand. It would appear that the decision was taken before the announcement came that Group B cars will no longer be able to compete after the end of the current year.

SHORTER 1000 LAKES

The organisers of the Finnish round of the WRC have announced that their event will offer a revised format in view of the recent tragedies that have hit the world of rallying.

Even though total planned stage distance was not to have exceeded the now maximum 600km, it has been decided to drop the famous Humalamaki test, judged to be too fast and too close to Jyvaskyla. In its place, a spectator 'show' stage will be organised to the south of the town. The equally notorious Ouninpohja stage will be shortened and the faster sections will be by-passed. The rest halts have been extended from 6 to 9 hours and the rally will now be almost entirely run in daylight.

SHORTER RALLIES

Amongst the measures taken by the FISA to lessen the probabilities of further serious accidents in rallying, it was proposed to limit total and stage mileage. As from the Acropolis, the total stage length of a World Championship qualifying round may not exceed 600km and no single stage can be longer than 30km. Proposed maximum average speed is 100 kph and a minimum rest period of nine hours between legs has been decreed. The special case of African events will be looked into further but their total distance has been restricted to 4,000 km.

European Championship events have also been affected. Stage distance must not exceed 400 km for coef. 3 and 4 rallies whereas coef. 1 and 2 rounds will be limited to 300 km maximum.

AUSTIN ROVER CONTINUE AS PLANNED

John Davenport, Austin Rover's competition manager, has announced that the British team will continue its WRC programme as planned until the end of the year, despite the the measures taken by FISA, by which cars like the Metro 6R4 will be banned from the sporting scene as from 1987 on the grounds of safety.

Davenport points out that the Metro has proved that it is a safe car as illustrated by the recent accidents involving Llewellin, Wilson and Eklund. *"We have not made any compromise on safety to achieve performance,"* underlines ARG's motorsport boss. *"In all cases the passenger cells remained completely intact and the crews were unharmed."* Austin Rover also believe that FISA are wrong not to respect the promised five-year stability plan. *"After their judgements in Corsica,"* added Davenport, *"how can any manufacturer risk committing themselves to investing in motorsport with the possibilty of the regulations being changed in haste and without consultation."*

AUDI PULL OUT

The German manufacturer has announced that it will be putting a stop to its rallying activities for the rest of the year as a result of the unfortunate series of fatal accidents in Portugal, Kenya and Corsica as well as marking a protest against the way FISA so radically changed the regulations after the deaths of Toivonen and Cresto. The decision only concerns Audi's 1986 programme and it is not certain whether they will be looking to run a Group A car in '87. Perhaps Stohl's victory in the category in Greece will have an influence on the final decision.

The Germans have decided to let the different importers who run cars in their national championships to decide whether they want to continue or not, but Audi UK have followed the Ingolstadt policy and Hannu Mikkola's British Open programme has been halted.

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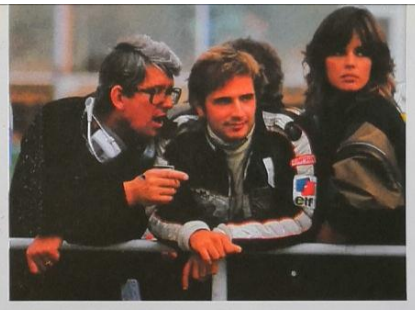
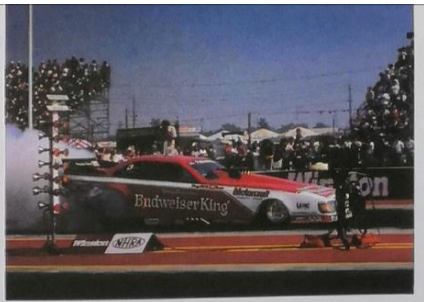




by Mike Doodson

That was a generous compliment which Nigel Mansell paid to Elio de Angelis in the press conference after Nigel had won the Belgian GP. Relations between the Englishman and the Italian were not always good throughout the four years which they spent as team mates at Lotus, but Nigel did not hesitate to dedicate his win to the memory of the quiet Roman who had helped him — at least in their earlier relationship — through some difficult times.

An equally generous touch was provided by the press release, *"From the Desk of Bernard Ecclestone,"* announcing the appointment of Derek Warwick as a Brabham driver. *"Due to the great loss of one of the gentlemen of Formula One racing,"* wrote Bernie, *"it has been necessary to find a team mate for Riccardo Patrese. This has been extremely difficult, as Elio had become so much a part of Brabham in such a short time and had become very close to Riccardo."*

It would be trite just to say that Elio will be missed. Far more significant to record that his achievements in racing were not reflected by his sparse record of only two victories. And there is no doubt that he will be remembered for an ability which transcended mere car driving and stretched into many other areas of human achievement.

* * *

In the same press conference at Spa it was difficult to tell if Ayrton Senna really meant what he said about the race being no more than an unexpected stroke of luck for himself and (by implication) for Mansell, who not only missed the startline shunt because his Williams had been slow off the line but also survived what seems to have been a totally unnecessary spin at the 'bus stop' chicane right under the noses of Senna and Johansson on lap five.

Was Senna just having a little dig at his Lotus Predecessor, who had also benefited from other people's accidents and breakdowns, or was he really speaking his mind about the disorder which presently reigns at Lotus? With both Ferrari and Brabham courting him for 1987, it seems that the Brazilian can afford to speak his mind about his present employers.

"You can't hope to win the world championship by counting on luck," he said, reflecting on the fact that Lotus's current difficulties with frangible rear suspensions and frail six-speed transmissions have deprived the Jerez-winning car of its competitiveness, at least temporarily.

If all these woes prove anything, they demonstrate that Senna clearly had his head firmly screwed on when he demanded number one billing at Lotus for 1986. It's amusing to reflect that the same people who were rooting for Warwick to be given the number two job at Lotus this year are now sagely agreeing among themselves that Derek really had a narrow escape at (or from) Lotus.

Warwick's chance of blending in at Brabham are good. He has six years of turbo experience, three of them on Pirelli tyres, and has shown praiseworthy patience under difficult circumstances. He is also reputed to be a fine test driver and we know that he has a nice sense of humour, not to mention a willingness to speak his mind. Those qualities will be important to the team over the next few months, for one very good reason; the absence of Gordon Murray from the Belgian race demonstrated how badly he had taken the loss of de Angelis, the first man ever to lose his life in a Murray-designed Grand Prix car.

Meanwhile, nobody except the Scottish papers seems to be concerned about the effects of Lotus's Senna first' policy on Johnny Dumfries's career, and a colleague commented after Monaco (where Johnny actually failed to qualify) that Lotus have never been capable of running two number one cars. This column looks forward to being able to refute that cynical piece of innuendo.

***

Marlboro-McLaren's 1-2 result in the Monaco Grand Prix was remarkable by any standard, but not unique. One other team handsomely exceeded that record, at least in the post-war era, and you may be surprised to learn that the manufacturer in question was BRM, who took a 1-2 result with Graham Hill and Richie Ginther at Monaco in 1963 and miraculously followed it up with the same drivers in the same positions in 1964.

Younger readers may not know that BRM's organisation, which finally collapsed after the first two races of the 1977 season, tended to be something of a joke. However, the team produced some innovative and well-engineered cars which actually won races from time to time.

If you're interested in modern racing history and the forgotten *marques* of the sport, I suggest you get your hands on a copy of the latest Autocourse publication, which happens to be the *History of the Grand Prix Car 1966-85* by the indefatigable Doug Nye, distributed by Osprey at £19.95.

If Doug Nye didn't exist, I venture to suggest, we would have to invent him. He is the sport's self-appointed historian, commanding the respect of the team managers and designers who regularly open their souls to him on a wide variety of technical and personal subjects. Yet he shows up at a race perhaps once a year, which means (now I come to think of it) that on the sixty-plus days per year when the rest of us motor-noters are on planes or profiling in the pits, Douggie is turning out productive work.

This latest *History* is basically a much-needed work of reference, fascinating in it's wealth of material but by no means as readable as *Racers*, the marvellous no-holds-barred inside story of the Williams team which happened to be my favourite bit of Nye genius. *Racers*, incidentally, has been out of print for some time.

The sheer volume of words in the 1966-85 *History* is breathtaking. You'll need a very long holiday indeed to absorb them all, but it's worth the effort, because this is the definitive book of the 3-litre Formula 1 which carried Grand Prix racing from an era of pure amateurism all the way through to become today's hysterically promoted branch of show business.

***

Kenny Bernstein may not be a familiar name in motorsports to readers of this column. That is hardly surprising considering that Mr Bernstein drives the first Funny Car' ever to reach 260 mph at the end of a quarter mile strip. Yes, *Graffiti* is going to dip into drag racing for a few paragraphs, but bear with me, please.

The cause of this digression is a series of 20-minute films entitled *'Motorsports Explained'* which have been produced for television by a dedicated little company in London called Bedford Productions. In your correspondent's experience, to describe a company as dedicated, normally implies that it comprises a bunch of intelligent idealists who are likely to go out of business at any moment.

On the basis of the five excellent films which Bedford recently screened for a small group of specialised pressmen, I have to say that I think they'll be in business for a long time to come. The commendable object of the series is to introduce non-fans to the intricacies of various motorsport disciplines. So far they've covered drag racing (with Kenny Bernstein); rallying (Michele Mouton and Markku Alen); bike racing (Freddie Spencer); Indycar racing (Bobby Rahal); and Formula 1 (Niki Lauda).

Bedford partners Mike Dineen and Francis Megahy don't really need to hype their films to specialised fans like us, because they've already sold the entire series to the American ESPN network (38 million subscribers, if you please), but they do deserve to be encouraged. As they explained, every discipline of motorsport tends to be so technical that it can be difficult for a would-be fan to understand anything until he's spent months or possibly years reading books and magazines.

Writer/director Megahy certainly has the right sort of credentials, including more than fifty TV documentaries and credits for ten episodes of Minder. As it happens, the three films made in the USA — with an all-British camera crew, incidentally — are the best, but they all follow a similar pattern, with the personality carefully explaining the fine points of his sport.

The high spot of each, literally, is a specially set-up stunt, filmed from a helicopter, of the racing machine making up time on one standing-start lap over a couple of other hard-driven production cars (or bikes). The F1 film has Lauda putting down his cup of tea in the pits at Silverstone and climbing into his McLaren long after James Hunt in a Sierra and John Watson in a Porsche 928 have departed. Just over a minute later, the helicopter catches him spearing into Woodcote between the two 'cooking' cars with an insolent crackle from the exhaust of the Cosworth V8 engine.

Most unfortunately, the F1 film suffers badly from the lack of race footage, due (said Mr Dineen) to the rapacity of FOCA, who wanted £25,000 for the use of material which has mostly been seen on television already. The governing bodies behind Indy-car, motorcycle and drag racing were much more understanding, having realised that the huge audience for the Bedford films will put thousands of bums on seats at their events. FOCA has an opportunity to rethink its demands when the films are re-made or updated in the future. It would make sense to encourage Dineen and Megahy, who are performing a sterling service for our sport.

Since I'm told the films are now available on video, I suppose I must choose my favourite. I'll recommend the bike one, perhaps because it shows clearly the dramatic changes which have taken place in riding style and mechanical layout over recent years. The most impressive sight, however, is Freddie Spencer's lap of Languna Seca shot from the helicopter. There is no more fearsome spectacle than Spencer's 500cc Honda trying to lift its front wheel every time Fast Freddie touches the twist grip.

Having seen the four films together, I was left with the feeling that racing people have something very special and profound in common, regardless of the branch of sport in which they're involved. Kenny Bernstein, for example, works with a serious-minded magician called Dale Armstrong, who is a sort of Ron Dennis, John Barnard and chief mechanic rolled into one.

We may sometimes lose sight of the enormous demands which motorsport makes on its personnel. Watching the way Dale Armstrong works, or Freddie Spencer's mechanic, or Bobby Rahal's crew chief, the viewer gets a vivid picture of the truly professional way in which racing people work. We don't have a monopoly on that quality in Formula 1, and I don't think we should ever forget it.

***

That moment at the start of the Belgian GP when half a dozen cars tangled at Spa's La Source hairpin must have had Formula 1 fans all across the world fuming with frustration in their armchairs. Not for the first time in Belgium, the incompetence of the TV crew meant that virtually the entire incident was missed, leaving fans and pressmen alike to speculate on who was responsible for starting the shunt.

For some totally inexplicable reason, most producers of TV Grand Prix coverage appear to be committed to the idea of zooming in tight on the first corner action. At Spa, this meant that at the exact moment when mayhem was breaking out, all the poor TV viewer could see was a close-up of one of Senna's rear wheels.

Fortunately there were several photographers present on the outside of the corner, some of whose pictures grace this edition of GPI. But to make a truly accurate assessment, you can't beat a good old action replay — and that would have been available if only the Belgian cameraman had been told to zoom wide instead of closing up on the action.

The absence of any sort of TV record made it embarassingly difficult for the majority of pressmen to assess the blame for the incident. Gerhard Berger was the most indignant victim, Alain Prost the most bashful, and Ayrton Senna — who I thought was being a bit too opportunist on the outside line — probably did the right thing by staying mum on the subject.

Prost admits that he was probably being a bit too ambitious trying to come down the inside of Berger, who was understandably anxious to make sure that he didn't lose the advantage of starting from the front row of the grid for the first time in his career. My GPI colleague, Monsieur Bob Harrap, tells me that he attributes 60 per cent of the blame to Prost and 20 per cent each to Berger and Senna.

Benetton team manager Peter Collins has revealed that the damage to Berger's car was really very serious. Prost rode right over the top of the Austrian's car, landing on its front and bending the front suspension. Once he was pointing in the right direction again, Berger drove flat-out to the pits, where his mechanics replaced a tie rod and did their best to straighten the right top front wishbone, which Collins says was *"bent like a banana."* It demonstrates great faith on Gerhard's part that he drove this hastily fettled device throughout the rest of the race as though it was brand new.

James Hunt on the BBC transmission gave Berger a spot of his notorious tongue-lashing because the Benetton seemed to be in Prost's way when the Frenchman was trying to pass in the course of his impressive catch-up drive. Berger has confessed that he deliberately made things difficult for Prost because he was still smarting about that punt up the backside at the start.

Now that Senna and Mansell have patched up their quarrels, does this mean that Prost and Berger are going to be at loggerheads? If the Benetton continues to make progress at the current rate, it could make for a much more exciting second half to the season.

Alan Jones

GOING FOR IT AGAIN

THERE HAS NEVER BEEN A TOUGHER OR MORE DOWN-TO-EARTH WORLD CHAMPION THAN ALAN JONES. SUPERBLY DECISIVE ON THE TRACK, HE WAS LESS THAN SURE ABOUT RETIREMENT WHEN HE QUIT F1 IN 1981. BUT NOW HE'S BACK, WELCOMED BY SOME, LESS WARMLY RECEIVED BY OTHERS. LOVE HIM OR HATE HIM, HOWEVER, THE JONES BOY IS ALWAYS WORTH VISITING, AS WE DID BEFORE THE BELGIAN GP.

by Mike Doodson

Alan Jones has always believed in the security of bricks and mortar. As he describes in the book which he co-wrote after winning the 1980 world championship, his father was a good-natured man whose generosity was responsible for the loss not only of a once prosperous Holden dealership in Melbourne but also of the family farm where Alan had grown up.

Stan Jones had been a great driver in his day, but when he died in 1973 he was a man broken by ill-health and financial worries. His heart finally gave out in England, and the coffin in which his body was carried back to Australia also carried a laurel wreath, the one which his son had just been given after his first-ever victory in Formula 3.

Alan went on to become an agressive, brilliant driver, acutely aware of his own earning power and constantly salting away the considerable rewards of his profession, much of it in property. There are other businesses not all of them successful into which he has dipped his acquistive fingers.

The Alan Jones family's two permanent residences currently comprise a palatial spread overlooking the Nerang river in tropical Surfers Paradise, Queensland, and a town house in Putney Heath, London, on one of those forbidding millionaires' estates where you get surveyed by your host on closed circuit TV before the gates are opened by remote control.

It was a hideously chilly morning in late May when Alan consented to meet GPI, with icy raindrops lashing the summer blooms which had unwisely popped their heads out of the various flower beds surrounding the plaster nymphs installed by the developer of the property. Alan's Australian solicitor and a business friend from Melbourne were in

residence, and the lad himself suffering from a heavy cold looked far from happy.

Rather obviously, I asked him if he regretted not being back home in Surfers. *"Invariably, what happens when you've been out of something for long enough,"* he reflected sagely, *"is that you forget the bad thing. I remember talking to Niki (Lauda) about this when we were driving Mercedes cars in the inauguration race at the Nurburgring in 1984."*

At that time Alan had not made any decision about returning to Formula 1, but he had been disappointed with the hobby racing he'd been doing in Australia. He already knew that he would return if he got the right offer. *"Niki said that it was exciting to come back, because of the novelty. But he said that after the fifth or sixth race you start remembering all the reasons why you retired in the first place. Thats perfectly true. The weather in London is pathetic, and since there's no testing for me to do I tend to think how nice it would be to loll around at home in shorts, picking a banana straight off the tree or going water skiing. Obviously that's preferable to freezing your buns off here in London.*

"But since it's physically impossible for me to commute from Australia, I've just got to be here knowing that Australia's always there to go back to."

When Alan went back to Oz for the first time, at the end of the 1981 season, he didn't know when he got there exactly what to do. A thoroughly frustrated Frank Williams spent literally weeks trying to stop his driver dithering about whether or not to retire from F1.

At the time, Alan was still a winner: he had actually won his last race at Las Vegas, something which no retiring champion had ever done in the history of the world championship. But while he was obviously still competitive, he hated the physical discomfort of driving the fixed skirt ground effect cars which FISA's stupid rules had imposed on Formula 1. And he was tinkering with the idea of becoming a farmer on the property which he had bought for his family at Yea in Victoria.

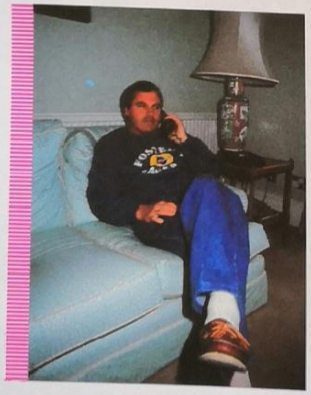
Beverley Jones had spent her childhood on a farm, and there was room for the young Christian, then four years old, to grow up between holidays from the catholic school in Melbourne where his Dad had been educated. I visited them there, and they were obviously happy. But although Alan was trying to throw himself into a farmer's life, he looked a lot less comfortable on his smart Japanese tractors (massaged out of a sponsor, of course) than he did in a racing car.

We spent time at the bar of the nearby pub which Alan had bought, and talked late into the night about the pros and cons of going to Europe again. It was late November, and his decision was already overdue. Nevertheless, he only finally told Frank that he wouldn't be coming back in December. Frank described Jonesy as the worst decision-maker he'd ever met, and counted himself lucky to be able to sign up Keke Rosberg as his replacement.

In the period between 1982 and 1984, Alan had a string of unfortunate experiences, both in business and in racing. He did a spot of pot-hunting in the down-under GT championship with a Porsche 935, and ran his own cars in the national Formula Pacific and Touring car championships.

"NIKI SAID THAT IT WAS EXCITING TO COME BACK, BUT AFTER THE FIFTH OR SIXTH RACE YOU START REMEMBERING THE REASONS WHY YOU RETIRED"

The low point of it all was probably when he failed to start the Formula Pacific Australian GP at Calder in 1983 because his engine shed its flywheel on the warm-up lap, to the great disappointment of the many sponsors who had invested heavily in the project. The



touring car deal also ended in recriminations, and suddenly the golden Jonesy touch seemed rather leaden.

One thing you're well advised not to mention is the possibility that Alan has returned to Grand Prix racing for the money. Although hints have reached the Aussie papers that some of his business ventures have turned sour, the suggestion that the champion is down to his last tuppence is clearly ludicrous. The farm was sold for a good price and the word is that Alan bought the place on the Nerang for a comparative song.

An Australian newspaper which cast doubts on the solidity of Alan's 15 year marriage is currently preparing to defend itself in court, and although Beverley and Christian have stayed in Australia since Dad returned to London in February, they will be coming to Montreal and returning with him to Europe for the last three months of the season.

Clearly, everything in the Jones camp is well under control, except that the closest he has got to a worthwhile result this year was the Belgian GP, where he was running a strong seventh before his Ford-engined Haas/Force/'Lola' embarrassingly ran out of petrol only three laps from home.

"No, I haven't got any regrets about the decision," he replied to inevitable the question about the choice of Team Haas as his route to a second title. *"In all honesty, it was being a little bit optimistic to think that one might have been in with a chance at the world championship at the beginning of this season. But having said that, I really thought we might have been more competitive than we are.*

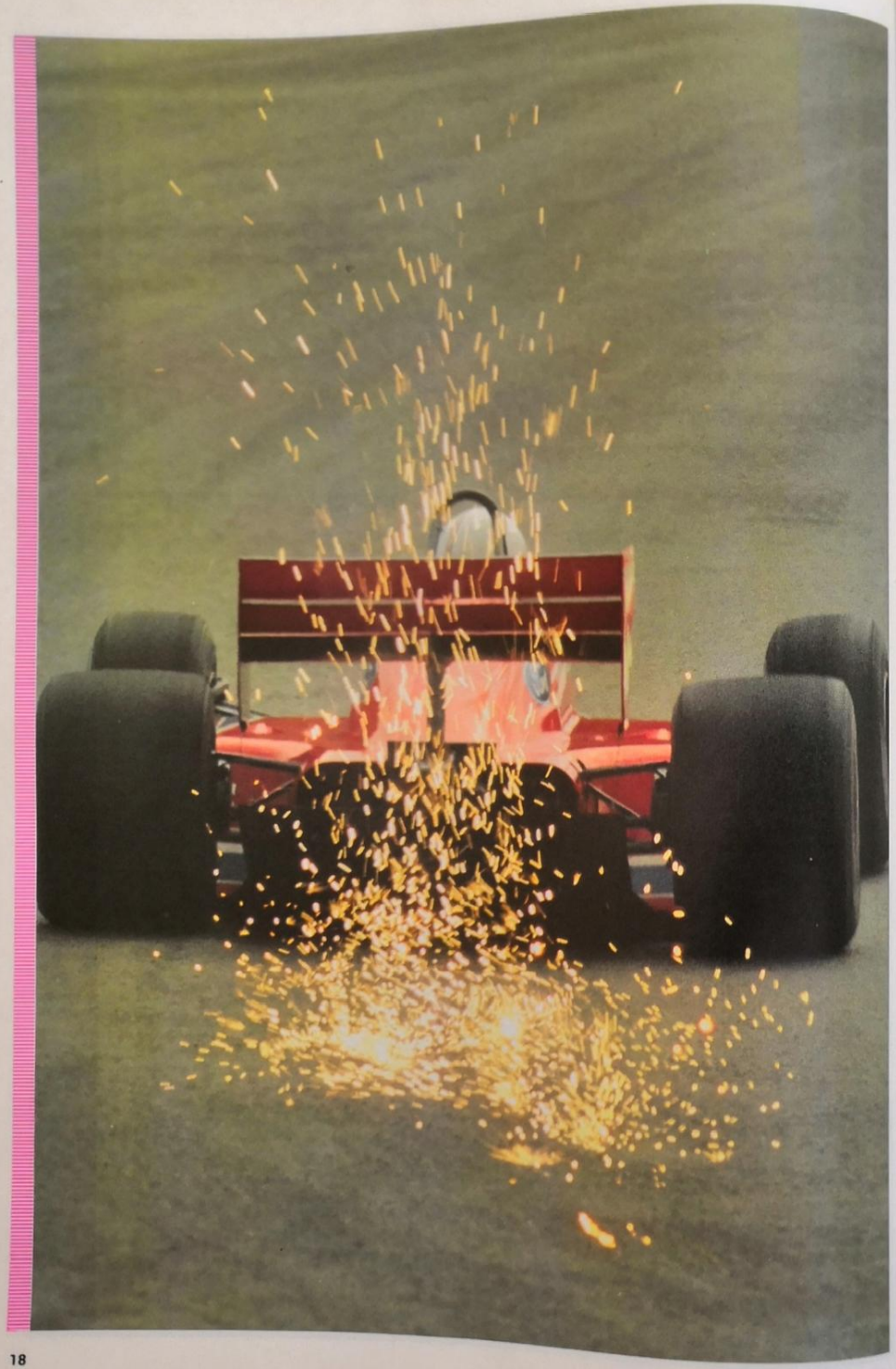
"Now that's not to say that any person or department is slacking. It's just a matter of circumstances in that we're way behind schedule in running the Ford V6 engine, and that's due to a number of circumstances beyond most persons' control.

"Basically, we're just three or four months behind in our testing schedule. So we've lost so much ground that it's going to be difficult to make up the deficiency. It's as simple as that."

Ford kept so quiet about the delays with the new engine that even Jonesy felt ignored down in Surfers. *"I felt like I'd gone into my second retirement. From being a person who'd been told that he would be expected to go testing at Kingdom, Arizona, three or four days after participating in the Australian GP, I finally got back to England on February 20. That was disappointing to say the least.*

"I can understand the reasons and I appreciate that nobody did it on purpose, but whenever you go into a new venture or take on something new, most of us tend to be a bit optimistic. Let's face it, it would have been great if Ford had just said here's your new engine: 1100 horsepower, six miles to the gallon, get on with it boys.' That sort of thing just doesn't happen, unfortunately and certainly nothing has been handed to any of us on a plate. Now it's all down to development and pure hard work."

The car is already making such good progress that I wanted to know if there was a realistic chance of it being a potential Williams or McLaren beater by the end of the year. Just how good a chassis is it, for example? *"I think the chassis is really good already. Balancewise, aerodynamically, under braking and in putting its power down to the ground, it's very good. I can't blame Cosworth for being so conservative with their engine settings, because as yet there aren't more than a handful of the engines in existance. If they started blowing up we could get into a situation where we might not be able to front up at a Grand Prix simply because we didn't have any engines, and we don't want that.*



"But as soon as they've physically built a few more of them, Cosworth will get a little more adventurous with bits and pieces to give us more performance. And don't forget that it's still a baby, less than three months old, racing against engines which are in their third or fourth years of development. And I would say that the engine as it is now is as good, or probably better, than what the TAG was when it first came out. Now, with the benefit of what other people have done, I think we'll be able to progress a lot quicker than they did."

In one important respect, the Alan Jones who returned from Australia last year appears to be a different person from the one who left Europe in 1981. While the difference is something which may not be mentioned here, it appears to have been the subject of a heavy scene before the Belgian GP between Alan and team chief Teddy Mayer. The weight of opinion is that the team believes that Alan could be a little more physical in his attitude. He for his part denies that there is anything which might contribute to his flabby performance.

"I'm quite happy with the way I'm driving the car. But really there's nothing like vying with the top six in qualifying, or in finishing, just to bring out that little extra ten per cent in you. If you are in a position to go to a circuit and to tell yourself,'With a bit of luck, today you're going to win a Grand Prix,' or even to know that you'll increase your points score in the championship, then it brings out something extra. It's a subconscious thing, not something you're necessarily aware of, and I think that I do need that sort of encouragement.

"ALAN LOOKED A LOT LESS COMFORTABLE ON HIS SMART JAPANESE TRACTORS THAN HE DID IN A RACING CAR"

"I was very happy with the way I drove last year at Adelaide with the Hart engine after I completely muffed the start! When I finally got going after stalling it, I was delighted with the way that the car and I were performing, because we were lapping at around the same sort of speed as some of the leaders. At one stage I was actually catching Lauda, who very nearly won the race. It was a pity that the momentum from Adelaide couldn't have been carried forward into winter testing, because as I said, I felt afterwards as though I'd gone into my second retirement.

"Certainly this year I've been pleased with my starts, and while there haven't been many laps in the races, I have been happy with those. I'd just like to do more race miles and at least finish a couple of Grands Prix. And obviously we need more testing, but we're unable to do that because of the engine situation. Fr'instance we're not going to Mexico after Detroit, we're not going to Hockenheim after the Brands test. I'm not criticising anyone for this, because it's just a matter of circumstances, beyond anyone's control. But it's not helping the situation."

The old Jonesy used to start every race in his Williams at full tilt, and since he seems to be having minor bumps at the beginning of races, I ventured to ask him if it was just a matter of frustration

at not being closer to the leaders. *"I'm not having startline shunts, although I may have had one on the first lap,"* he snapped. *"I don't care what anyone says, I will still give one hundred per cent: when that green light comes on, it doesn't matter whether I'm in an F1 car or a Model T Ford I want to give one hundred per cent of what I can, for that moment.*

"Unfortunately, when I returned to F1 last year I was only able to do five laps here or six laps there, mostly due to the electrical or technical problems that we had with the Hart engine. While I've said a lot of tough things about the Hart engine, I don't want to give the impression that they've been said against Brian Hart himself. He's done a wonderful job considering the resources available to him, and I think he is now making good progress, which is ironic now that we've moved entirely to Ford power.

"This year I've had two shunts, one with Jonathan Palmer in Spain and another with Streiff at Monaco. I don't apportion blame for accidents like that: I just point out that in Spain the back left hand side of my car was damaged, and the middle of Jonathan's car was damaged. That would suggest that I would have had to be three-quarters of a car's length in front to sustain that sort of damage. If it was my fault, as some of the magazines seem determined to suggest, it would have been the front of my car that was damaged, not the back.

"With Streiff at Monaco, he was very slow coming out of the chicane, he braked very early going into the left hander before the swimming pool, and that's where I got alongside him. I had nearly got him there on the lap before, but I had backed off because it was a bit tight. Next time round I decided to have a go because we were definitely side-by-side, but he came in and we touched."

Without going too deeply into the fascinating details of how team owner Carl Haas found, and lost, Beatrice Foods as a sponsor, or of how ex-McLaren men Teddy Mayer and Tyler Alexander returned as rivals of their old *équipe*, it is apparent that there is just as much politicking inside their team as there is on the outside.

Let Jonesy explain: *"At the moment, Teddy is engineering Patrick's car, and there is or was something of a 'them and us' situation in which Teddy and Tyler were on Patrick's car and Neil (Oatley) on mine. In all honesty, when I outqualified Patrick in Spain, it was as if they'd been knocked off pole position. That situation is slowly sorting itself."*

What hasn't sorted itself out yet is the polemics between the two drivers. Tambay fired an unwelcome shot in the column which he writes for a couple of magazines by suggesting that his results merited giving him the Ford engine before Alan got it, a move which Alan had already foreseen.

"To be perfectly honest, I've been a bit disappointed in Patrick. Early this year I could already see a situation arising where there might be only one engine available for us, at Imola. Naturally, I thought that since I had signed for the team first, and since I'd been through all the troubles and tribulations with a brand new team in the latter half of 1985 and therefore was the first kid on the street, then logic alone would say that I would have the Ford engine when it first became available irrespective of any other argument.

"ONE THING YOU'RE WELL ADVISED NOT TO MENTION IS THE POSSIBILITY THAT ALAN HAS RETURNED TO GRAND PRIX RACING FOR THE MONEY"

"For one of the few times in my life, I actually played the gentleman and went to the trouble of knocking on the door of Patrick's room when we were in Rio and saying that this could be the situation by the time we got to Imola. I told him why I thought I should get the new engine and explained the argument that I would be putting up to the team. I went to the extent of telling him that I would not vary from that argument and I then advised him that if he had an argument about why he should have the engine, then he should put it up to the team.

That way, we would be able to leave it up to the team to make the final decision.

"I suppose I was more surprised than anything that Patrick should have chosen to act like a little boy throwing tantrums, as if his all day sucker had been dragged out of his mouth and given to some other kid. I thought Patrick was more anglicised than that, but in this instance he resorted to furious waving of the tricolor.

"Certainly the relations between us soured considerably after that episode, because what else does a bloke have to do? I'd knocked on his door in Rio to lay my cards on the table. Then three weeks later I read in a magazine that according to him I'd supposedly been out politicking against him to get something. It was a big surprise more than anything else, and I was disappointed, because I don't know what else I could have done. I don't really mind, because at the end of the day I'm not there to make friends with people, I'm there to go motor racing. Whichever way other people want to play, I don't mind: box, run, jump or whatever. I just want to win races."

In the present circumstances, perhaps Alan's most important ally on this front is Neil Oatley, the designer of the 'Lola' car. The two of them are both refugees from Williams, where they worked together during Alan's great years there, and Alan appreciates the quiet Englishman's skill.

"He's one of the most under-rated designers in F1. If he has a fault, it's his shyness, his inability to stamp his point of view on things. But just look at our car: it's beautifullly neat, very cleverly detailed, nice to drive and as Patrick's shunt at Monaco showed, also strongly built. Given the opportunity, Neil could go on to much greater things, but whether he's got enough mongrel in him I don't know."

Talk of the accident made us both think about the Ricard test, two days after the Monaco race, and the accident which fatally injured Elio de Angelis. Alan has always taken a realistic attitude to the perils of his vocation, as he showed when I asked him about his feelings on being the first driver to arrive on the scene of the Brabham's accident.

"AT THE END OF THE DAY I'M NOT THERE TO MAKE FRIENDS WITH PEOPLE, I'M THERE TO GO MOTOR RACING"

"Well, it makes you go home and check your insurance," he said darkly. *"But I've been thinking about that accident, and it could have happened with a DFV car. I remember taking that ess-bend flat in 1978, with a non ground-effects car, the FW06. OK, we were probably going through at around 160—mph, whereas today a turbo car takes it at 175 or 180. But when you hit the armco, 15 mph isn't going to make that much of a difference.*

"There are points on other circuits where we know that any accident is going to be a big one. There's the right-hander at the end of the straight in Austria, several of the corners at Silverstone, Hawthorns at Brands Hatch, and others. You don't have to be particularly clever to know that these are areas that need special attention. There should also be criteria set for medical assistance at set sessions, ie if it takes more than a given amount of time to get a casualty to hospital, then there should be a rule requiring a helicopter to be available, just as there is at a normal race meeting. I know of a Bell 109 ambulance helicopter for sale in America at the moment for 350,000 US Dollars. To purchase that and run it for a year would mean you're looking at 500,000 dollars for the first year, and a lot less in subsequent years. That seems like a very small price to pay.

"But with the sort of money that Formula 1 is generating at the moment, I think we should be totally professional and have all the proper gear, including at test sessions."

He is equally realistic about how long he will stay in racing. One week after this year's Australian GP he will rack up the big Four-Oh in what is expected to be something of an outstanding birthday bunfight, even by Queensland's extravagant standards.

"My contract runs out at the end of this year. It's a bit like a marriage really: if you're not getting on, it's best to knock it on the head and go on to other things. It's pointless to stay on for false reasons. I never had a contract with Frank (Williams), because we felt that if the team was no good I wouldn't want to stay with them, and if I was no good, they'd make sure that I got the bullet pretty smartly. It's a very mercenary business, and I'm past doing it for fun. I enjoy it, but by the same token the enjoyment is entirely commensurate with the success you're having."

Ask him, and he will tell you that the team and its Ford engine have a chance, a good one, of being up with the top boys by the end of the year. But just in case it takes longer than that, don't count on Jonesy being around for ever on the off-chance of adding a second title to the one he won in 1980.

"I'm definitely not going to just keep plodding on. The thing is that if I'm not competitive, if I'm not qualifying consistantly in the top eight at least, and/or up there having a go, I'm going to knock it on the head. I'd rather do something else than be an also-ran, take up a new challenge like speedboat racing perhaps.

"When you have been super-competitive for two or three years in a row, it's very hard to come back like this, because you can only go on telling yourself that there's potential with your new team for so long. If I don't think the potential is going to be realised, either because of myself or for other factors, then I'll quietly slip back to Australia and get on with something else."

The real estate agents in London, Melbourne and Surfers should be delighted to hear that. ■

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MANSELL OPENS UP CHAMPIONSHIP

PROST AND BERGER TANGLED AT THE FIRST CORNER TAKING OTHERS WITH THEM. POLE-MAN PIQUET AND ROSBERG BOTH DISAPPERAED WITH ENGINE FAILURE WHILST SENNA'S LOTUS WAS NEVER IN A STRONG POSITION TO CHALLENGE THE ONLY REMAINING FRONT-RUNNER, NIGEL MANSELL. THE BRITISH DRIVER'S BELGIAN VICTORY HAS THROWN THE CONSTRUCTORS' AND DRIVERS' CHAMPIONSHIPS WIDE OPEN AS ALL PARTIES CONCERNED GOT TOGETHER AT SPA TO DISCUSS THE FUTURE OF FORMULA 1.

by Bob Harrap

Photo André Marzoli

Johansson looks for a way past Alboreto. Both Ferraris finished in the points but the Suede had made the better tyre choice.

Rosberg was another leading contender to drop out early on. Piquet pulls away whilst Rosberg and Tambay are obviously in a hurry.

FERRARI

CHASSIS	DRIVER
F1-86/090	Johansson
F1-86/089	Alboreto
F1-86/91 and 92	Spares

There was also a new spare chassis in the Ferrari pits whereas Alboreto and Johansson's cars were fitted with revised rear suspension, the main changes affecting the mounting points on the hub-bearers. Whilst KKK turbos were used for qualifying, Garrett turbos made an appearance on the Italian cars for the race.

MCLAREN

CHASSIS	DRIVER
MP4-2C/3	Prost
MP4-2C/2	Rosberg
MP4-2C/4	Spare

There was a brand new McLaren chassis at Spa which was used as spare and baptised MP4-2C/4.

LIGIER

CHASSIS	DRIVER
JS27/04	Arnoux
JS27/01	Laffite
JS27/03	Spare

Arnoux was given the chassis that had been built to test Ligier's hydraulic suspension although the Frenchman used the classical suspension design at Spa.

LOLA/FORD

CHASSIS	DRIVER
THL-2/001	Tambay
THL-2/004	Jones
THL-2/003	Spare

Tambay was back in his usual chassis whilst the ex-spare, damaged in Monaco, undergoes extensive repairs. Jones gets a new car and 003 becomes spare.

ANALYSIS

"A VICTORY FOR ELIO"

For the space of a weekend, Elio de Angelis was not dead. His memory was well and truly alive in the minds of everyone at Spa where the race was very nearly of secondary importance as all concerned tried their utmost to come to an agreement to limit power output in F1. The terrible fate of the popular Italian driver was very much to the fore as team managers and engineers debated the future limitations in a solemn and serious manner. And the drivers were hardly going to forget Elio. Mansell's first words after winning the race were for his former team mate. *"That one was for Elio,"* proclaimed the Williams driver as he climbed out of his car. *"It was a rather special victory."*

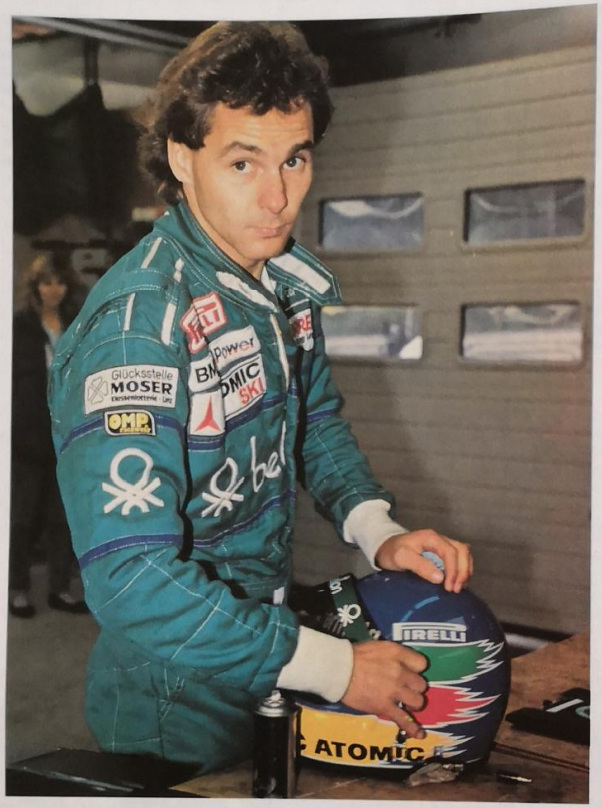
Indeed, after keeping clear of trouble at the start, Nigel's race was magnificently conducted and those that survived the first bend pile up were totally unable to match the pace of the Honda-engined Williams. Amongst drivers to go to the wall as they jockeyed for positions at 'la Source', a tight righthander a short distance from the starting grid, was one of the big favourites to win at Spa, Alain Prost. When Piquet and Rosberg dropped out with engine problems, the Brazilian whilst leading, nobody looked like being able to stop Mansell winning the third GP of his career. *"It is often said that one's last victory was the easiest but I'm not sure whether it's not the opposite that's true. I managed to avoid trouble at the start but I span out of second place at the chicane on Lap 5 and, once I had managed to get into the lead, Senna's constant pressure meant that I was unable to relax for most of the race. I must say that I was relieved when he began to slow towards the end because I was starting to worry about my fuel situation."* With ten litres of the precious liquid still left in his tank after the race, Mansell was possibly being a little over anxious. His spin earlier on, however, could have had more serious consequences. *"I got my gear change mixed up. To be flat out and all of a sudden find oneself in neutral is a bit alarming. I had two choices: Either I took to the escape road and risked being penalised or I tried to get round over the curb and hope for the best. I opted for the latter. Patrick Head can be proud of his chassis, I can tell you! Otherwise I had no particular problems for the rest of the race. My tyre change went off like a dream."*

On paper, though, it was Mansell's team mate, Nelson Piquet, who seemed to have the best chances of winning and, in fact, the Brazilian led from the start until he retired on Lap 17. *"Everything was going fine,"* he related. *"Engine, chassis, tyres, everything. I had been able to open out quite a lead until I suddenly lost all power. Worried that it might have been a piston or a valve, I cut the engine immediately to limit the damage. The Honda technicians will be able to pin-point exactly what happened later."*

DUCAROUGE: "THE SLIGHTEST DIFFERENCE IN HANDLING HERE IS IMMEDIATELY TRANSLATED INTO TENTHS OF, OR EVEN WHOLE SECONDS"

If Senna wasn't able to push Mansell even harder at Spa, it was probably because his Lotus wasn't in the best of health. After the bearing failures encountered at Imola and problems developed by the 6-speed boxes in Monaco, Ducarouge had set about building new rear suspensions for his Lotus cars. He had been hoping to receive the suspen-

Laffite was unable to catch the Ferraris but bagged two more points nevertheless.



sions on the Friday evening before the race but, unfortunately, certain components weren't ready in time. As a result, the 98Ts were forced to race with 1985's rear suspension which meant that the hydraulic ride height could not be used and the British team were forced to use the 5-speed box. Fuel consumption also proved to be a problem, probably because of the lack of a sixth gear, and Ayrton Senna was a happy man to finish second in Belgium given the circumstances; six welcome points! *"Some people have accused me of running in to Berger at the first hairpin. It's not true. In my mirror, I saw a red and white car, obviously Prost's, in the air. I had nothing to do with it. On the contrary, when I saw Berger slide I selected a wider line and moved to the outside of the hairpin. I realised immediately, though, that Alain's race was over. Having said that, mine wasn't brilliant. My front tyres wore excessively, I had a lot of understeer, my back was shaken to bits each time I went through the dip at 'Eau Rouge' and I was worried about my fuel situation. The gauge showed zero well before the finish so I decided to slow my pace to save a few litres just in case, hoping all the time that the instrument was false. Second place here in such circumstances was practically unhoped for and, before the start, I sincerely believed that I would be able to do no better than 5th behind Prost, Piquet, Rosberg and, of course, Mansell. I don't deserve to be in the lead in the drivers' championship, if I am it's simply because of exceptional circumstances. Montreal and, to a lesser extent, Detroit are going to be tough races..."*

After the race, Senna's Lotus weighed in at 542 kg and the tank contained only a few drops of fuel. The Brazilian driver was luckier than Jones and de Cesaris whose Lola/Ford and Minardi had drunk up their ration well before the chequered flag.

Berger made a name for himself by taking fastest time on the first day of practice.

Starting from pole-position for the 19th time of his career, Piquet was quickly in control of the race until his Honda engine decided otherwise.

It was difficult to accept that only one Brabham was at the start.

It is unlikely that we will ever be 100% sure of what happened at the start. *"I think Senna hit Berger,"* ventured Prost, *"who then pulled over in front of me. I braked but there was nothing I could do to avoid running into him."*

Berger's version differs slightly. *"There were two of us side by side as we went into the hairpin and there was no room for a third car. I'm surprised that a World Champion should try such a trick."*

At least the incident meant that we were treated to one of Prost's exciting climbs up through the field but at one stage it seemed that the French driver must have overdone things when his engine began to cough, giving us the impression that the McLaren was about to run out of petrol. *"Not at all,"* corrected Prost. *"The electrics started to cut out under heavy braking in the same way as during last year's French GP. In any case, I wasn't driving as fast as I could have done because I was worried that something might have been weakened in my tangle with Berger."* How come you set the new track lap record then, Alain?

FRIDAY'S PRACTICE

"To go well here," said Ducarouge before practice got under way, *"you need a good engine so as not to be left behind over the high speed sections but, above all, a good, well balanced chassis. The slightest difference in handling is immediately translated into tenths of, or even whole seconds. Also, with the long fast bends you get here at Spa, a lot is asked of tyres. Last, but not least, consumption may well prove to be a problem."*

SENNA: "BEFORE THE START, I SINCERELY BELIEVED THAT I WOULD BE ABLE TO DO NO BETTER THAN 5TH"

Excessive consumption is something you can get round by reducing turbo pressure but tyre wear is not quite as easy to solve. *"Not all that difficult,"* pointed out Laffite. *"You simply have to reduce down-force on the rear wings and tyres will suffer less. Easy really."* However at the drivers' briefing after the first official practice, the Ligier team were given food for thought. Gerhard Berger had just set fastest time for the day with his Benetton using... Pirelli rubber! And it wasn't just a fluke either. On the contrary, the young Austrian driver dominated proceedings throughout the afternoon. When Prost and Piquet put in the two initial fastest times, Berger went out and beat them with a 1m 55.516s, a good second faster than the other two. Prost got ahead again with 1m 55.039s and Berger was also passed by Piquet and Mansell. The Austrian remained unflustered though and was happy to watch as Piquet put in a 1m 54.637s. Judging that it was about time to react again, the Benetton driver clipped on his belts and promptly recorded a marvellous 1m 54.468s. No need to describe the welcome he got when he arrived back at his pits. Even the Benetton chopper danced a merry dance overhead to salute the hero of the day.

There is no doubt that the B186 is a well-sorted car with a perfect chassis and efficacious aerodynamics. In the past, when it was called a Toleman and Hart-powered, it was already a car to be reckoned with. With the powerful BMW turbo engine, it was clear that it was just a matter of time before it would be capable of playing a real role within the leading bunch. *"Last year's Toleman had fantastic handling,"* points out Rory Byrne, *"so there was no reason why we should change anything drastic for 1986. The aerodynamics only had to be modified because the lower fuel tank and the new weight redistribution caused by the mounting of the very powerful BMW engine."* In both cases, Byrne tackled the changes in his own personal way. Whilst most engineers made the most of the drop in fuel allowances to lower the centre of gravity of their cars and to design wider, flatter cars, the South African designer elected to go for a slim, narrow concept with precious little in common with the Brabham, despite their common denominator, the

Dumfries came out of the first corner tangle unscathed and in fourth position ahead of Laffite, Boutsen, Jones, Alboreto, De Cesaris, etc.

Whilst it is certainly an interesting and technical corner in the context of the race itself, the situation of the 'la Source' hairpin such a short distance from the starting line presents a real risk to drivers, an inevitable 'source' of trouble, as some Swiss journalists put it.
In fact, three drivers were involved in the incident and each had his own version of how it happened. The way most observers saw it, TV viewers included, it was clear that something was going to happen as soon as the light turned to green. Piquet had no trouble taking maximum advantage of his pole-position and he was already clear as he turned at 'la Source'. Things weren't as cut and dry behind him though. Rosberg took to the verge to get past Fabi whose start was slightly hesitant whilst Senna had pulled level with, then ahead of Berger before cutting towards the inside, selecting the ideal trajectory. Berger's eye caught a glimpse of the black and gold Lotus and, probably believing it wiser to keep out of the Brazilian driver's way, he too pulled over towards the inside. Meanwhile, Prost had seen an inviting gap to Berger's right side and darted into the inside of the hairpin. It was clear that, three-a-breast, there was no way that Senna, Berger and Prost were going to get through unscathed. The McLaren braked but it was too late. The Marlboro car mounted the curb, was thrown back and climbed over the Benetton of Berger, coming to rest in the middle of the road and blocking the way through for many of the following cars. Prost was able to continue but was forced to call into his pits at the end of the first lap to change the front cover whilst Berger stopped to check his rear right suspension.
Tambay was an innocent victim of the incident when his Lola's front left wheel was ripped off by Berger's reversing Benetton and the Frenchman was forced into an early retirement. Arnoux too damaged his car. He had seen what was

10 LAPS *Piquet 20m 33.877s; Senna 20m 43.242s; Johansson 20m 46.195s; Mansell 20m 47.937s; Alboreto 21m 01.753s; Arnoux 21m 08.479s; Laffite 21m 09.271s; Brundle 21m 10.396s; Fabi 21m 23.087s; Jones 21m 37.144s; De Cesaris 21m 42.388s; Rothengatter 21m 45.577s; Surer 21m 45.925s; Nannini 21m 51.244s; Patrese 22m 04.478s; Prost 22m 04.478s; Streiff 9 laps; Berger 9 laps; Palmer 8 laps.*

happening ahead and braked but his Ligier was hit at the rear when when Fabi couldn't avoid him.
Piquet profited from the kerfuffle to quickly pull out a lead and, by the end of the first lap, the Brazilian was already 3.60s in front of Senna, 5.46S ahead of Mansell and 6.22s ahead of Johansson. Dumfries, Laffite, Jones, Boutsen and Alboreto constituted the chasing pack of drivers who had kept out of trouble at 'la Source'. Very quickly, it became clear that the Williams were in a class of their own. Piquet continued to pull away whilst Mansell soon got the better of Senna. The British driver had a big scare on Lap 5, however, when he got things a bit mixed up coming into the chicane allowing not only Senna, but also Johansson through in the process. Piquet, 4.51s clear after 3 laps, now had a lead of 8.95s.
Prost, after stopping to repair his McLaren's damaged front end, was relegated to 19th place but, apart from 'la Source', overtaking is quite simple at Spa and Prost was able to climb quickly back up through the field. At first, it was just for art's sake but quite soon the Frenchman realised that all hope of finishing in the points was not lost as Danner, Ghinzani, Rosberg, Dumfries and Boutsen dropped out for a variety of reasons.
Then, on Lap 17, Piquet disappeared, forced to do so when his Honda engine suddenly called it a day whilst leading Senna by 11 seconds. The Lotus driver's lead looked quite fragile, however, Mansell was charging back after his earlier whoopsy, passing first Johnasson's Ferrari before closing in on Senna. From 4th place on Lap 6 and 16.05s adrift he had caught the Swede's Ferrari by lap 12 and was past two laps later. When Piquet dropped out, the second Williams was only 2.5s behind Senna, a gap which had fallen to 1.58s after 19 laps. Next time round, though, the gap had widened to 3.34s. The British driver was in at his pits on Lap 21 for a change of Goodyear rubber, a change which was timed at 7.2s, and the Williams rejoined the track in third place, 8.79s adrift of Johansson and 13.45s behind Senna. A lap later, it was Senna's turn to change tyres. His halt lasted 9s and, by the time he had got back out onto

20 LAPS *Senna 41m 12.113s; Mansell 41m 15.460s; Johansson 41m 17.837s; Alboreto 41m 33.223s; Brundle 41m 52.679s; Laffite 42m 08.787s; 7. Fabi 42m 12.155s; Jones 42m 24.748s; Prost 42m 38.109s; De Cesaris 42m 53.726s; Surer 42m 57.624s; Patrese 43m 14.304s; Rothengatter 19 laps; Nannini 19 laps; Berger 19 laps; Arnoux 18 laps; Streiff 18 laps; Palmer 18 laps.*

the circuit, Mansell had been past. When Johansson decided he couldn't go much further on his original tyres, he too stopped and Mansell was in the lead. Senna was 3.14s behind, Alboreto 9.38s and Johansson 15.64s.
Alboreto? The Italian had driven a steady race, profiting from a reliable car to maintain contact with the leading group but lacking the necessary pace to match that of the Lotus and the remaining Williams. Fifth, behind the two Ferraris, was Jacques Laffite! Sixth at the end of the first lap, the Ligier driver lost some ground soon afterwards but managed to get back sixth place on Lap 7 before being passed by Arnoux 3 laps later. When Piquet dropped out, the Ligier pair found themselves 5th and 6th. Suddenly, Arnoux' rear wing, damaged in the shunt at the start, broke loose and seven minutes were lost in his pits for repairs. Laffite held on to 5th for the rest of the race but his team mate dropped out for good four laps after his pit-stop with engine troubles.
The order after 24 laps was Mansell, Senna, Alboreto, Johansson, Laffite. With a further 19 laps to go, it looked as though Senna was going to attempt to pass Mansell. From 3.14s, the gap between the

30 LAPS *Mansell 1h 01m 40.734s; Senna 1h 01m 42.790s; Alboreto 1h 01m 55.160s; Johansson 1 hour 02m 01.338s; Laffite 1h 02m 32.088s; Jones 1h 03m 04.513s; Prost 1h 03m 11.384s; Fabi 1h 03m 27.337s; Surer 29 laps; De Cesaris 29 laps; Patrese 29 laps; Berger 29 laps; Streiff 28 laps; Palmer 27 laps.*

two dropped to 2.66s after 25 laps and 0.98s after Lap 26. But, after setting fastest lap time on Lap 28, the Brazilian's challenge disappeared into thin air and it looked more and more as though Mansell was going to win his first GP of the year. The gap widened from 3.66s to 4.98s, then 5.19s, 7.19s and then 10.01s.
Meanwhile, the Ferraris were keeping spectators entertained as Johansson, on

40 LAPS *Mansell 1h 21m 49.159s; Senna 1h 21m 56.348s; Johansson 1h 22m 15.947s; Alboreto 1h 22m 19.722s; Laffite 1h 22m 56.703s; Prost 1h 23m 27.121s; Jones 39 laps; Fabi 39 laps; Surer 39 laps; Patrese 39 laps; Berger 38 laps; Streiff 38 laps.*

fresh rubber, closed quickly in on his team mate, Michele Alboreto who had selected to race on harder C tyres in order to avoid stopping at mid-distance. The Italian driver put up little resistance when Johansson made his intentions of overtaking perfectly clear. The Italian team's pits had put out a board saying *"Michele/Stefan/Slow"*, recalling the days when Villeneuve and Pironi used to drive the famous red cars. Johansson, though, no doubt excited at the idea of finishing within the top three, claimed that he hadn't noticed the instructions.
Prost eventually clinched a point, cheered on by the enthusiastic crowds as he set lap record after lap record, overtaking slower cars sometimes two at a time.

Mansell led until the finish after an impressively fast tyre change but Senna takes the lead in the drivers' championship.

BMW power unit. *"When Byrne first showed me the model of his proposed new car and the position of the engine within it,"* remembers Paul Rosche, BMW boss, *"I thought he must have forgotten that we were talking about a turbo with all that that entails; huge intercoolers, water and oil radiators and, of course, the turbo itself."* Needless to say, nothing had been left out of the Benetton man's calculations.

PROST: "I WAS WORRIED THAT SOMETHING MIGHT HAVE BEEN WEAKENED IN MY TANGLE WITH BERGER"

Fabi appeared to be a little disgruntled about his team mate's performance. *"It's me that sets the car up and it's Gerhard that's the quickest..."* However, Berger's time was more the result of a cunning tyre choice. Whilst everybody else was out wasting their soft qualifying rubber, the young Austrian had selected soft tyres for the front wheels and hard at the rear. *"A good idea,"* agreed Arnoux, *"although the same rubber wasn't available for our cars today. We should get them tomorrow. I'm feeling quite optimistic after what Gerhard has done this afternoon."* Behind Berger, the Famous Five, Piquet, Prost, Mansell, Senna and Rosberg, were grouped together although Alboreto had managed to sneak in between Senna and Rosberg despite suffering from a number of problems. In spite of revised rear suspension and Garrett turbos instead of the KKKs, the Ferrari was hardly quicker than before. *"Sixth place for the moment is a true reflection of my car's potential; average. I could possibly have nibbled away another few tenths of a second but that's about all. I am happy just to be well placed on the grid. After all, the important thing is to do well in the race, isn't it?"*

Rosberg was unable to better the Ferrari's time, due to a blown turbo on his first qualifying run, and the Finn complained he was baulked by Senna on his second set. As for the Lotus driver himself, he was having an unusually unhappy time. For once, the Brazilian was not dominating the situation during practice. *"You're right, we're not doing as well as we'd hoped,"* he admitted, *"but the chassis isn't particularly well balanced and the engine is a bit peaky, coughing at low revs."* Ducarouge knew about the handling problem and, indeed, new suspension parts were on order with revised mounting locations as were reinforced wheel-bearings after problems during the San Marino GP and during practice before Monaco. As the day progressed and the new parts failed to show up, it was clear that Senna was going to be forced to race with the former set up and, consequently, without the hydraulic ride-height adjustment.

SATURDAY'S PRACTICE

Many drivers must have had a fright when they heard heavy rain against their hotel bedroom windows during the early hours of Saturday morning. Although the violence of the storm had lessened as everybody sat down to breakfast, the circuit was still veiled in low cloud but the Ardennes region is reputed for its sudden climatic changes and, by the time untimed practice had got underway, the sky had become steadily clearer and the track conditions quickly improved. Prost was fastest during the session on soft racing tyres.

At one o'clock, however, a wave of panic spread through the pits as cloud began to form again and drops of rain started to fall onto the tarmac but the situation did not worsen. Piquet was amongst the first to fit qualifying rubber to his Williams, and he patiently parked up at the end of pit-lane to await a clear run. With 1m 56.993s, his efforts were wasted. Mansell, Prost and Senna didn't manage much better though with 1m 55.081s, 1m 55.793s and 1m 56.430s respectively.

Suddenly, twenty minutes from the end of the session, things began to hot up. With his second set of tyres, Mansell took third fastest time with a lap of 1m 54.822s then second time of 1m 54.582s immediately afterwards. *"I had hoped to get in a third fast lap but I lost too much time when I came across Arnoux before my engine failed."* Berger, who hadn't even taken to the track as yet, must have felt his pole time of the day before in danger as Senna and Prost got perilously near with 1m 54.576s and 1m 54.501s. The Benetton driver took to the circuit in an attempt to protect his advantage but was nearly half a second slower than the previous day with 1m 54.939s.

His pole-position time lasted only a few seconds more. As he began his slowing down lap, his pits announced the bad news *"Pole/Piq/54-331."* Only four minutes remained for Berger to beat Piquet's new time. The Austrian pulled

A change of nose-cone and Prost was on his way again to finish sixth.

Revised rear suspension and Garrett turbos for the Ferraris.

quickly into his pits where the mechanics carried out a lightening tyre change which would have put many teams' mid-race changes to shame before hurrying back out onto the circuit... only to be greeted with the chequered flag as he started his flying lap. The session was over. *"I've only got myself to blame,"* he admitted *"I waited too long before going out onto the track this afternoon. It's a great shame because my second set of tyres was the best and I think I would have had no problems getting back pole-position."*

For Piquet, it was his first pole-position since he had joined Williams. *"I'm pleased,"* he acknowledged, *"but Spa is one of the circuits where it is not vital to start in front. It's child's play to overtake here. In fact I spent most of practice getting my car perfectly set up for the race which is going to be long, tough and tiring."* Prost's summary of the last

MANSELL: "I WAS UNABLE TO RELAX FOR MOST OF THE RACE"

two days was fairly similar: *"The first six drivers on the grid are all bunched together within 4 tenths of a second, proof that the cars are all at a pretty similar level of performance. It would be nice if it could be like that for the race. We'll see. I prefered to concentrate on getting the chassis set up for the race during practice since starting from pole-position is not all that important here. Piquet's going to be the man to beat I think, although I'll be keeping an eye on Senna too. Spa is a great circuit, a man's circuit, but there are some sections which are dangerous. The deciding factors here, I think, are going to be tyres and fuel consumption. I'm feeling optimistic."*

Amongst the other incidents of the day, Boutsen's engine blew, Laffite's gearbox broke and the engine cut on the spare Ligier, Patrese ran out of fuel and Rothengatter left the track. With 9th and 11th positions on the grid, Alboreto and Johansson didn't have a great deal to shout about but it is interesting to note the top speeds of the Ferraris compared with other cars; 321.33 kph for Alboreto whereas Piquet's Williams-Honda was 'only' recorded at 312.86 kph and Senna did not go any faster than 308.66 kph...

■

F1: BELGIAN GP

GRID POS.	6 1	20 2	1 3	12 4	5 5	19 6	25 7	2 8	27 9	16 10	28 11	3 12	11 13	18 14	7 15	15 16	26 17	4 18	23 19	14 20	17 21	24 22	29 23	21 24	22 25
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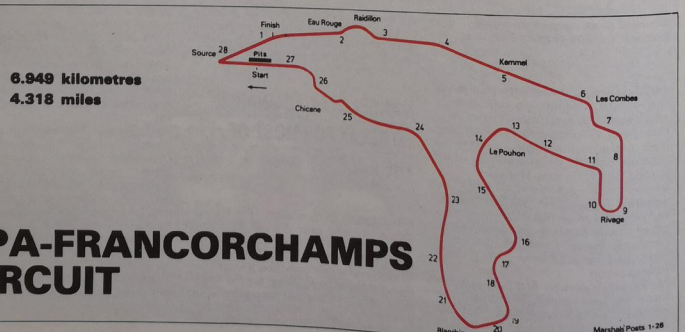
43	5	12	28	27	26	1																			

■ Starting grid position
□ On leader's lap
■ 1 lap or more behind leader
■ Pitstop
■ Retired in the pits
■ Retired on the track



SPA-FRANCORCHAMPS CIRCUIT

BELGIAN GRAND PRIX

Fifth round of the 1986 World Championship.
Date: May 25, 1986.
Circuit: Spa Francorchamps.
Track Lenght: 6.949 km / 4.318 miles.
Race Distance: 43 laps or 298.807 km / 185.669 miles.
Weather: Hot and sunny with slight breeze.
Attendance: 55,000.
Qualifying: 25. **Qualified:** 25. **Starters:** 25.
Finished: 11.
Classified: 13.

FOR THE RECORD

● Driver/Constructor/FISA agreement to limit power to 600 bhp in the future. ● Warwick announced as replacement for De Angelis in the Brabham as from the Canadian GP. ● New chassis for McLaren, Ferrari, Lola and Ligier. ● Race debut for the Osella FA1H/86 in the hands of Danner. ● Garrett turbos for the Ferraris for the race, KKK in practice. ● First 1986 victory for Mansell and first 1986 points for Alboreto.

PREVIOUS WINNERS

1985: **Senna** (Lotus-Renault 97T) Spa
1984: **Alboreto** (Ferrari 126 C4) Zolder
1983: **Prost** (Renault RE40) Spa
1982: **Watson** (McLaren MP4) Zolder
1981: **Reutemann** (Williams FW07) Zolder

SUCCESSIVE LEADERS

Laps 1-16: **Piquet**
Laps 17-21: **Senna**
Laps 22-23: **Johansson**
Laps 24-43: **Mansell**

STARTING GRID

Piquet Williams-Honda 1m 54.331s	Berger Benetton-BMW 1m 54.468s
Prost McLaren-TAG 1m 54.501s	Senna Lotus-Renault 1m54.576s
Mansell Williams-Honda 1m 54.582s	Fabi Benetton-BMW 1m 54.765s
Arnoux Ligier-Renault 1m 55.576s	Rosberg McLaren-TAG 1m 55.662s
Alboreto Ferrari 1m 56.242s	Tambay Lola Ford 1m 56.309s
Johansson Ferrari 1m 56.496s	Brundle Tyrrell-Renault 1m 56.537s
Dumfries Lotus-Renault 1m 57.462s	Boutsen Arrows-BMW 1m 57.612s
Patrese Brabham-BMW 1m 57.612s	Jones Lola-Ford 1m 57.815s
Laffite Ligier-Renault 1m 58.238s	Streiff Tyrrell-Renault 1m 58.603s
De Cesaris Minardi-Moderni 1m 59.960s	Palmer Zakspeed 2m 00.148s
Surer Arrows-BMW 2m 01.320s	Nannini Minardi-Moderni 2m 01.354s
Rothengatter Zakspeed 2m 03.842s	Ghinzani Osella-Alfa 2m 05.092s
Danner Osella-Alfa 2m 06.219s	

PIT STOPS

Lap 1: **Prost**, replace front cover;
Berger, repairs after tangle at first corner;
Patrese, fresh tyres after puncture.
Lap 2: **Ghinzani**, check engine.
Lap 5: **Palmer**, check electrics.
Lap 17: **Streiff**, fresh tyres;
Nannini, fresh tyres.
Lap 19: **Arnoux**, fresh tyres and rear wing.
Lap 20: **Laffite**, fresh tyres.
Lap 21: **Brundle**, fresh tyres;
Mansell, fresh tyres;
Fabi, fresh tyres.
Lap 22: **Prost**, fresh tyres;
Senna, fresh tyres.
Lap 23: **De Cesaris**, fresh tyres.
Lap 23-24: **Nannini**, check gearbox.
Lap 24: **Palmer**, fresh tyres;
Johansson, fresh tyres.
Lap 25: **Brundle**, check gearbox;
Rothengatter, check radiator.
Lap 29: **Patrese**, fresh tyres.
Lap 33: **Jones**, fresh tyres.

RETIREMENTS

Lap 1: **Tambay**, tangle at first corner.
Lap 3: **Danner**, engine.
Lap 4: **Ghinzani**: engine
Lap 7: **Rosberg**, engine.
Lap 8: **Dumfries**, left track and oil radiator holed.
Boutsen, electrics.
Piquet, engine.
Lap 17: **Arnoux**, engine.
Lap 24: **Nannini**, gearbox.
Lap 25: **Brundle**, gearbox.
Rothengatter, water leak.
Lap 36: **De Cesaris**, out of fuel.
Lap 38: **Palmer**, alternator.
Lap 41: **Jones**, out of fuel.

THEIR FASTEST LAPS

Prost	1m 59.282s	Piquet	2m 01.663s
Senna	1m 59.867s	Streiff	2m 03.183s
Mansell	1m 59.879s	De Cesaris	2m 03.916s
Johansson	2m 00.221s	Palmer	2m 04.287s
Arnoux	2m 00.751s	Surer	2m 04.435s
Alboreto	2m 00.829s	Rosberg	2m 04.546s
Berger	2m 00.877s	Dumfries	2m 04.781s
Fabi	2m 01.204s	Boutsen	2m 05.545s
Patrese	2m 01.241s	Nannini	2m 07.875s
Brundle	2m 01.555s	Rothengatter	2m 08.018s
Jones	2m 01.584s	Ghinzani	2m 17.068s
Laffite	2m 01.655s	Danner	2m 34.035s

DRIVERS' WORLD CHAMPIONSHIP POINTS

After Brazil, Spain, San Marino, Monaco and Belgium.

1. Senna	6	+	9	+	0	+	4	+	6	= 25
2. Prost	0	+	4	+	9	+	4	+	1	= 18
3. Mansell	0	+	6	+	0	+	3	+	9	= 18
4. Piquet	9	+	0	+	6	+	0	+	0	= 15
5. Rosberg	0	+	3	+	2	+	6	+	0	= 11
6. Johansson	0	+	0	+	3	+	0	+	4	= 7
Laffite	4	+	0	+	0	+	1	+	2	= 7
8. Berger	1	+	1	+	4	+	0	+	0	= 6
9. Arnoux	3	+	0	+	0	+	2	+	0	= 5
10. Alboreto	2	+	0	+	0	+	0	+	0	= 3
11. Fabi	0	+	2	+	0	+	0	+	0	= 2
Brundle	2	+	0	+	0	+	0	+	0	= 2
13. Patrese	0	+	0	+	1	+	0	+	0	= 1

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

After Brazil, Spain, San Marino, Monaco and Belgium

1. McLaren	0	+	7	+	11	+	15	+	1	= 34
2. Williams	9	+	6	+	6	+	3	+	9	= 33
3. Lotus	6	+	9	+	0	+	4	+	6	= 25
4. Ligier	7	+	0	+	0	+	3	+	2	= 12
5. Ferrari	0	+	0	+	3	+	0	+	7	= 10
6. Benetton	1	+	3	+	4	+	0	+	0	= 8
7. Tyrrell	2	+	0	+	0	+	0	+	0	= 2
8. Brabham	0	+	0	+	1	+	0	+	0	= 1

FINAL RESULTS

1. **Mansell** (Williams-Honda) 43 laps or 298.807 km/185.669 miles in 1 hour 27m 57.925s at an average speed of 203.548 kph/127.218 mph.
2. Senna (Lotus-Renault) 1h 28m 17.752s.
3. Johansson (Ferrari) 1h 28m 24.517s
4. Alboreto (Ferrari) 1h 28m 27.559s
5. Laffite (Ligier-Renault) 1h 29m 08.615s.
6. Prost (McLaren-TAG) 1h 30m 15.697s.
7. Fabi (Benetton-BMW) 42 laps.
8. Patrese (Brabham-BMW) 42 laps.
9. Surer (Arrows-BMW) 41 laps.
10. Berger (Benetton-BMW 41 laps.
11. Jones (Lola-Ford) 40 laps.
12. Streiff (Tyrrell-Renault) 39 laps.
13. Palmer (Zakspeed) 37 laps.

Fastest lap: Prost (McLaren-TAG) 1m 59.282s on lap 31 at an average speed of 209.453 kph/130.908 mph.

DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING TIMES	
1. Prost	McLaren International	McLaren TAG MP4-2C/3 (T : 2C/4)	1m55.039s	1m54.501s
2. Rosberg	McLaren International	McLaren TAG MP4-2C/2	1m56.354s	1m55.662s
3. Brundle	Tyrrell Ltd	Tyrrell Renault 015/1 (T : 014/3)	1m57.797s	1m56.537s
4. Streiff	Tyrrell Ltd	Tyrrell Renault 015/2	1m59.347s	1m58.603s
5. Mansell	Williams GP Ltd	Williams Honda FW 11/02 (T : FW11/1)	1m55.345s	1m54.582s
6. Piquet	Williams GP Ltd	Williams Honda FW 11/4 (T : FW11/3)	1m54.637s	1m54.331s
7. Patrese	Olivetti Brabham	Brabham BMW BT55/1 (T : BT55/3)	2m00.357s	1m57.612s
11. Dumfries	John Player Team Lotus	Lotus Renault JPS 98T/2 (T : 98T/1)	1m58.619s	1m57.462s
12. Senna	John Player Team Lotus	Lotus Renault JPS 98T/3	1m55.776s	1m54.576s
14. Palmer	Zakspeed Formula Racing	Zakspeed 86/4	2m02.307s	2m00.148s
15. Jones	FORCE Lola	Lola Ford THL2/004 (T : THL2/003)	1m59.180s	1m57.815s
16. Tambay	FORCE Lola	Lola Ford THL2/001	1m58.574s	1m56.309s
17. Surer	Arrows Racing Team Ltd	Arrows BMW A8/2 (T : A8/6)	2m01.320s	2m01.415s
18. Boutsen	Arrows Racing Team Ltd	Arrows BMW A8/4	1m57.918s	1m57.612s
19. Fabi	Benetton Formula Ltd	Benetton BMW B186/03 (T : B186/01)	1m57.440s	1m57.765s
20. Berger	Benetton Formula Ltd	Benetton BMW B186/02	1m54.468s	1m54.099s
21. Ghinzani	Osella Squadra Corse	Osella Alfa FA1-H/1	2m05.092s	3m38.767s
22. Danner	Osella Squadra Corse	Osella Alfa FA1-H/86/01	2m09.465s	2m06.219s
23. De Cesaris	Minardi Team Spa	Minardi M 185B/002 (T : M185B/004)	2m00.984s	1m59.960s
24. Nannini	Minardi Team Spa	Minardi M 185B/001	2m01.528s	2m01.354s
25. Arnoux	Ligier Sport	Ligier Renault JS27/04 (T : JS27/03	1m57.269s	1m55.576s
26. Laffite	Ligier Sport	Ligier Renault JS27/01	1m58.238s	2m27.817s
27. Alboreto	Ferrari Spa	Ferrari/F1-86/089 (T : F1-86/091)	1m56.294s	1m56.242s
28. Johansson	Ferrari Spa	Ferrari/F1-86/090	1m57.697s	1m56.496s
29. Rothengatter	Zakspeed Formula Racing	Zakspeed 861/1	2m06.006s	2m03.842s

F1: BELGIAN GP

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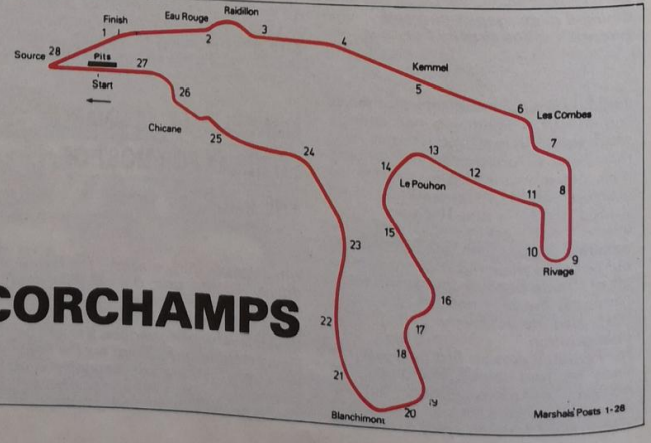
41	5	12	28	27	26	1	19	17	7	20	15														
42	5	12	28	27	26	1	19	7																	
43	5	12	28	27	26	1																			

Starting grid position
On leader's lap
1 lap or more behind leader
Pitstop
Retired in the pits
Retired on the track



6.949 kilometres
4.318 miles

SPA-FRANCORCHAMPS CIRCUIT

BELGIAN GRAND PRIX

Fifth round of the 1986 World Championship.
Date: May 25, 1986.
Circuit: Spa Francorchamps.
Track Lenght: 6.949 km / 4.318 miles.
Race Distance: 43 laps or 298.807 km / 185.669 miles.
Weather: Hot and sunny with slight breeze.
Attendance: 55,000.
Qualifying: 25. **Qualified:** 25. **Starters:** 25.
Finished: 11.
Classified: 13.

FOR THE RECORD

● Driver/Constructor/FISA agreement to limit power to 600 bhp in the future. ● Warwick announced as replacement for De Angelis in the Brabham as from the Canadian GP. ● New chassis for McLaren, Ferrari, Lola and Ligier. ● Race debut for the Osella FA1H/86 in the hands of Danner. ● Garrett turbos for the Ferraris for the race, KKK in practice. ● First 1986 victory for Mansell and first 1986 points for Alboreto.

PREVIOUS WINNERS

1985: **Senna** (Lotus-Renault 97T) Spa
1984: **Alboreto** (Ferrari 126 C4) Zolder
1983: **Prost** (Renault RE40) Spa
1982: **Watson** (McLaren MP4) Zolder
1981: **Reutemann** (Williams FW07) Zolder

SUCCESSIVE LEADERS

Laps 1-16: **Piquet**
Laps 17-21: **Senna**
Laps 22-23: **Johansson**
Laps 24-43: **Mansell**

STARTING GRID

Piquet Williams-Honda 1m 54.331s		Berger Benetton-BMW 1m 54.468s	
Prost McLaren-TAG 1m 54.501s		Senna Lotus-Renault 1m54.576s	
Mansell Williams-Honda 1m 54.582s		Fabi Benetton-BMW 1m 54.765s	
Arnoux Ligier-Renault 1m 55.576s		Rosberg McLaren-TAG 1m 55.662s	
Alboreto Ferrari 1m 56.242s		Tambay Lola Ford 1m 56.309s	
Johansson Ferrari 1m 56.496s		Brundle Tyrrell-Renault 1m 56.537s	
Dumfries Lotus-Renault 1m 57.462s		Boutsen Arrows-BMW 1m 57.612s	
Patrese Brabham-BMW 1m 57.612s		Jones Lola-Ford 1m 57.815s	
Laffite Ligier-Renault 1m 58.238s		Streiff Tyrrell-Renault 1m 58.603s	
De Cesaris Minardi-Moderni 1m 59.960s		Palmer Zakspeed 2m 00.148s	
Surer Arrows-BMW 2m 01.320s		Nannini Minardi-Moderni 2m 01.354s	
Rothengatter Zakspeed 2m 03.842s		Ghinzani Osella-Alfa 2m 05.092s	
Danner Osella-Alfa 2m 06.219s.			

PIT STOPS

Lap 1: **Prost**, replace front cover;
Berger, repairs after tangle at first corner;
Patrese, fresh tyres after puncture.
Lap 2: **Ghinzani**, check engine.
Lap 5: **Palmer**, check electrics.
Lap 17: **Streiff**, fresh tyres;
Nannini, fresh tyres.
Lap 19: **Arnoux**, fresh tyres and rear wing.
Lap 20: **Laffite**, fresh tyres.
Lap 21: **Brundle**, fresh tyres;
Mansell, fresh tyres;
Fabi, fresh tyres.
Lap 22: **Prost**, fresh tyres;
Senna, fresh tyres.
Lap 23: **De Cesaris**, fresh tyres.
Lap 23-24: **Nannini**, check gearbox.
Lap 24: **Palmer**, fresh tyres;
Johansson, fresh tyres.
Lap 25: **Brundle**, check gearbox;
Rothengatter, check radiator.
Lap 29: **Patrese**, fresh tyres.
Lap 33: **Jones**, fresh tyres.

RETIREMENTS

Lap 1: **Tambay**, tangle at first corner.
Lap 3: **Danner**, engine.
Lap 4: **Ghinzani**, engine
Lap 7: **Rosberg**, engine.
Lap 8: **Dumfries**, left track and oil radiator holed.
Boutsen, electrics.
Lap 17: **Piquet**, engine.
Lap 24: **Arnoux**, engine.
Lap 25: **Nannini**, gearbox.
Lap 26: **Brundle**, gearbox.
Rothengatter, water leak.
Lap 36: **De Cesaris**, out of fuel.
Lap 38: **Palmer**, alternator.
Lap 41: **Jones**, out of fuel.

THEIR FASTEST LAPS

Prost	1m 59.282s	Piquet	2m 01.663s
Senna	1m 59.867s	Streiff	2m 03.183s
Mansell	1m 59.879s	De Cesaris	2m 03.916s
Johansson	2m 00.221s	Palmer	2m 04.287s
Arnoux	2m 00.751s	Surer	2m 04.435s
Alboreto	2m 00.829s	Rosberg	2m 04.546s
Berger	2m 00.877s	Dumfries	2m 04.781s
Fabi	2m 01.204s	Boutsen	2m 05.545s
Patrese	2m 01.241s	Nannini	2m 07.875s
Brundle	2m 01.555s	Rothengatter	2m 08.018s
Jones	2m 01.584s	Ghinzani	2m 17.068s
Laffite	2m 01.655s	Danner	2m 34.035s

DRIVERS' WORLD CHAMPIONSHIP POINTS

After Brazil, Spain, San Marino, Monaco and Belgium.

1.	Senna	6	+ 9	+ 0	+ 4	+ 6	=	25
2.	Prost	0	+ 4	+ 9	+ 9	+ 1	=	23
3.	Mansell	0	+ 6	+ 0	+ 3	+ 9	=	18
4.	Piquet	9	+ 0	+ 6	+ 0	+ 0	=	15
5.	Rosberg	0	+ 3	+ 2	+ 6	+ 0	=	11
6.	Johansson	0	+ 0	+ 3	+ 0	+ 4	=	7
	Laffite	4	+ 0	+ 0	+ 1	+ 2	=	7
8.	Berger	1	+ 1	+ 4	+ 0	+ 0	=	6
9.	Arnoux	3	+ 0	+ 0	+ 2	+ 0	=	5
10.	Alboreto	0	+ 0	+ 0	+ 0	+ 3	=	3
11.	Fabi	0	+ 2	+ 0	+ 0	+ 0	=	2
	Brundle	2	+ 0	+ 0	+ 0	+ 0	=	2
13.	Patrese	0	+ 0	+ 1	+ 0	+ 0	=	1

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

After Brazil, Spain, San Marino, Monaco and Belgium

1.	McLaren	0	+ 7	+ 11	+ 13	+ 1	=	34
2.	Williams	9	+ 6	+ 6	+ 3	+ 9	=	33
3.	Lotus	6	+ 9	+ 0	+ 4	+ 6	=	25
4.	Ligier	7	+ 0	+ 0	+ 3	+ 2	=	12
5.	Ferrari	0	+ 0	+ 3	+ 0	+ 7	=	10
6.	Benetton	1	+ 3	+ 4	+ 0	+ 0	=	8
7.	Tyrrell	2	+ 0	+ 0	+ 0	+ 0	=	2
8.	Brabham	0	+ 0	+ 1	+ 0	+ 0	=	1

FINAL RESULTS

1. **Mansell** (Williams-Honda) 43 laps or 298.807 km/185.669 miles in 1 hour 27m 57.925s at an average speed of 203.548 kph/127.218 mph.
2. Senna (Lotus-Renault) 1h 28m 17.752s.
3. Johansson (Ferrari) 1h 28m 24.517s
4. Alboreto (Ferrari) 1h 28m 27.559s
5. Laffite (Ligier-Renault) 1h 29m 08.615s.
6. Prost (McLaren-TAG) 1h 30m 15.697s.
7. Fabi (Benetton-BMW) 42 laps.
8. Patrese (Brabham-BMW) 42 laps.
9. Surer (Arrows-BMW) 41 laps.
10. Berger (Benetton-BMW 41 laps.
11. Jones (Lola-Ford) 40 laps.
12. Streiff (Tyrrell-Renault) 39 laps.
13. Palmer (Zakspeed) 37 laps.

Fastest lap: Prost (McLaren-TAG) 1m 59.282s on lap 31 at an average speed of 209.453 kph/130.908 mph.

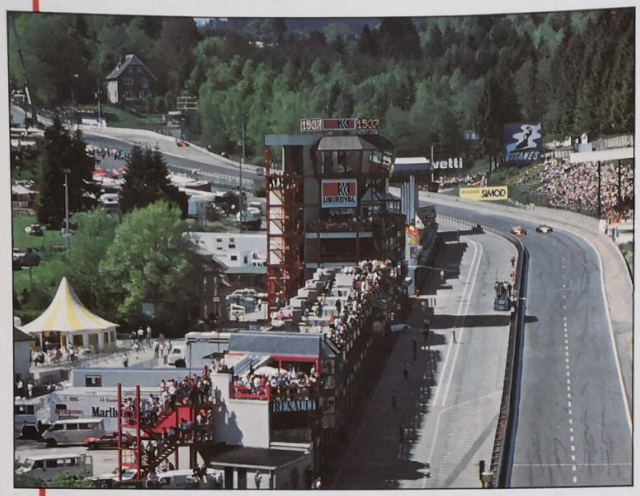
DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING TIMES	
1. Prost	McLaren International	McLaren TAG MP4-2C/3 (T : 2C/4)	1m55.039s	1m54.501s
2. Rosberg	McLaren International	McLaren TAG MP4-2C/2	1m56.354s	1m55.662s
3. Brundle	Tyrrell Ltd	Tyrrell Renault 015/1 (T : 014/3)	1m57.797s	1m56.537s
4. Streiff	Tyrrell Ltd	Tyrrell Renault 015/2	1m59.347s	1m58.603s
5. Mansell	Williams GP Ltd	Williams Honda FW 11/02 (T : FW11/1)	1m55.345s	1m54.582s
6. Piquet	Williams GP Ltd	Williams Honda FW 11/4 (T : FW11/3)	1m54.637s	1m54.331s
7. Patrese	Olivetti Brabham	Brabham BMW BT55/1 (T : BT55/3)	2m00.357s	1m57.612s
11. Dumfries	John Player Team Lotus	Lotus Renault JPS 98T/2 (T : 98T/1)	1m58.619s	1m57.462s
12. Senna	John Player Team Lotus	Lotus Renault JPS 98T/3	1m55.776s	1m54.576s
14. Palmer	Zakspeed Formula Racing	Zakspeed 86/4	2m02.307s	2m00.148s
15. Jones	FORCE Lola	Lola Ford THL2/004 (T : THL2/003)	1m59.180s	1m57.815s
16. Tambay	FORCE Lola	Lola Ford THL2/001	1m58.574s	1m56.309s
17. Surer	Arrows Racing Team Ltd	Arrows BMW A8/2 (T : A8/6)	2m01.320s	2m01.415s
18. Boutsen	Arrows Racing Team Ltd	Arrows BMW A8/4	1m57.918s	1m57.612s
19. Fabi	Benneton Formula Ltd	Benetton BMW B186/03 (T : B186/01)	1m57.440s	1m54.765s
20. Berger	Benneton Formula Ltd	Benetton BMW B186/02	1m54.468s	1m54.939s
21. Ghinzani	Osella Squadra Corse	Osella Alfa FA1-H/1	2m05.092s	3m38.767s
22. Danner	Osella Squadra Corse	Osella Alfa FA1-H/86/01	2m09.465s	2m06.219s
23. De Cesaris	Minardi Team Spa	Minardi M 185B/002 (T : M185B/004)	2m00.984s	1m59.960s
24. Nannini	Minardi Team Spa	Minardi M 185B/001	2m01.528s	2m01.354s
25. Arnoux	Ligier Sport	Ligier Renault JS27/04 (T : JS27/03	1m57.269s	1m55.576s
26. Laffite	Ligier Sport	Ligier Renault JS27/01	1m58.238s	2m27.817s
27* Alboreto	Ferrari Spa	Ferrari/F1-86/089 (T : F1-86/091)	1m56.294s	1m56.242s
28. Johansson	Ferrari Spa	Ferrari/F1-86/090	1m57.697s	1m56.496s
29. Rothengatter	Zakspeed Formula Racing	Zakspeed 861/1	2m06.006s	2m03.842s

Keke Rosberg (McLaren-Porsche) DPPI

AFTER PROST'S MISHAP ON BEND 1, MCLAREN'S HOPES TURNED TO ROSBERG BUT THE FINN'S PORSCHE ENGINE BLEW ON LAP 7

Martin Brundle (Tyrrell-Renault) DPPI

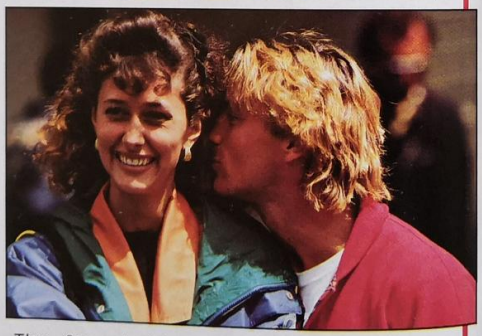
IT LOOKED LIKE BRUNDLE WAS ABOUT TO EARN THE FIRST POINTS FOR THE 015 BUT THE GEARBOX DECIDED OTHERWISE



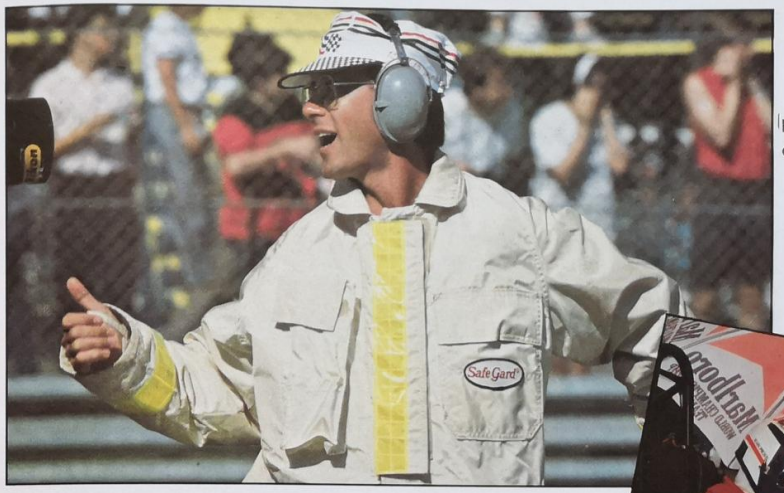
Spa

A good looking reporter

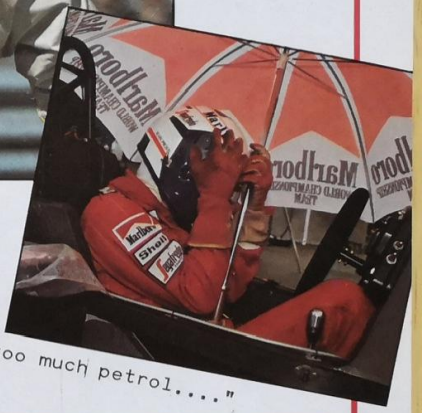
Japanese laundry



The french kiss



Break dancer

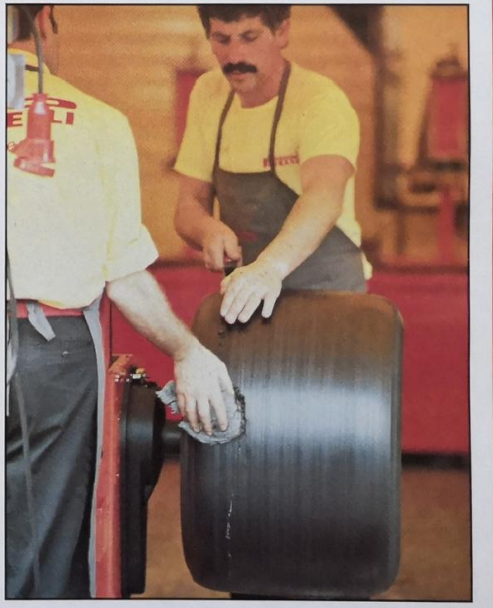


Montreal

"I mustn't use too much petrol...."

Power to weight ratio

Rain stopped play.



City slickers

MANSELL IN THE SWING

WHAT IS THE COMMON DENOMINATOR BETWEEN THE SPA AND THE MONTREAL GRANDS PRIX? SIMPLE: THE EASE WITH WHICH NIGEL MANSELL WON THE TWO RACES. IN EACH CASE, THE BRITISH DRIVER AND THE HONDA-ENGINED WILLIAMS WERE IN A CLASS OF THEIR OWN BUT PROST'S SECOND PLACE IN CANADA LEAVES THE WORLD CHAMPIONSHIP WITH JUST THREE DRIVERS SEPARATED BY TWO POINTS.

by Bob Harrap

Photo DPPI

TEAM BY TEAM

The Canadian GP was in no way a repeat of last year's success for Alboreto

WILLIAMS

The Williams featured new, narrower air intercoolers equipped with two senders (one for temperature and one for turbo-pressure) capable of activating a by-pass valve which can isolate the intercoolers if need be. The compressed air which feeds the engine during turbo-response time disappears almost completely. Honda have been working hard on the performance of their little jewels at high temperatures.

BRABHAM

CHASSIS	DRIVER
BT 55/6	Warwick
BT 55/4	Patrese
BT 55/3	Spare

A new chassis marked the arrival of Warwick within the Brabham team as replacement of the late De Angelis.

LOTUS

Senna's car was back with hydraulically controlled ride-height with stronger rear hub-bearers. In fact the Brazilian's suspension was radically different from that of Dumfries; lower wishbone and upper wishbone with tierod for the former, the opposite for the Scot.

LOLA FORD

Jones' running out of fuel at Spa was traced back to faulty electronics which were rectified in time for the Canadian GP.

ARROWS

Only one Arrows was raced at Montreal after Surer's serious rally accident in Germany. Danner was supposed to have replaced the Swiss driver alongside Boutsen but a clause in his contract with Osella prevented him from doing so in Canada but it would appear that everything will have been sorted out in time for Detroit.

McLAREN

New injection for the McLarens in Canada with a separate dual fuel supply circuit for each row of cylinders. The Porsche technicians were confident that fuel consumption would not be a problem for Prost and Rosberg on an otherwise notorious circuit.

TYRRELL

CHASSIS	DRIVER
015/03	Brundle
015/01	Spare
014/03	Streiff

During private testing at Brands Hatch after the Belgian GP, Streiff seriously damaged a 015 which meant that there was a major reshuffle within the British team for Montreal. Instead of the three planned 015s for the Canadian race, there were two 015s for Brundle, whereas Streiff had to make do with a 014. Ken Tyrrell himself had the following to say about the incident at Brands: *"No need to tell you that the loss of a 015 just as we were about to leave for North America was a tough blow for the whole team. I am convinced that Philippe has the necessary talent to succeed in F1 but he's got to learn to be patient. No one's ever made a name for themselves in our game in the space of just one season. I think he should concentrate on getting a thorough understanding of Formula 1 instead of trying to progress too quickly. He shouldn't try to put in sensational times but should be looking to be consistant."*

MINARDI

It was thought at one stage that a new, lighter and slimmer Minardi was going to make its maiden appearance at Montreal but the occasion has had to be postponed. *"There is still a fair amount of work to do on the shell we are preparing ourselves,"* admitted Giancarlo Minardi. *"We thought it wiser to give it a miss here and take our time over the project. The car should be ready before the French GP but will probably make its race debut in Germany."*

LIGIER

CHASSIS	DRIVER
JS 27/05	Arnoux
JS 27/01	Laffite
JS 27/03	Spare

Between the Belgian and Canadian Grands Prix, Laffite got in some testing at Brands Hatch and Arnoux at Hockenheim. Both these sessions were the chance for the French team to further develop the JS27 with hydraulic suspension although no benefits have apparently been noted. New chassis for Arnoux.

BENETTON

CHASSIS	DRIVER
B 186/4	Fabi
B 186/5	Berger
B 186/1	Spare

New chassis also in the Benetton-BMW camp:

FERRARI

CHASSIS	DRIVER
F1-86/092	Alboreto
F1-86/091	Johansson
F1-86/090	Spare

Garrett turbos are now available for both practice and the race for the Italian cars and power output is up to 870 bhp. New chassis for Alboreto.

Tambay was quite badly hurt during warm-up when his Lola Ford left the track. The Frenchman was unable to race.

ANALYSIS

CONFRONTATION

When Piquet won the Brazilian GP in March, most observers expressed the fear that the 1986 season was going to be little more than a question of which of the Williams drivers was going to win each race. Out of the last 9 Grands Prix, Mansell has notched up four victories, the Williams team six and Piquet just one, a situation which must worry the former World Champion but which supports the theory that Mansell's position within the British team is particularly strong at the moment. However, I digress.

The most important issue of the moment is the way in which Mansell is dominating the F1 scene. In Canada, except for a tyre change and to let Rosberg play at leader for a short while, the Englishman led from start to finish. When asked at the finish to say one or two words about his race, Nigel's brief summary said it all: *"What can I say? Everything, the engine, the chassis, the tyres, performed perfectly. After two laps, I was already 5 seconds clear. That speaks for itself. Afterwards, I was able to slow my pace a little to save fuel and to spare the tyres, preferring to let Rosberg through since he really seemed set on doing so."* One thing that came to the minds of many of those that witnessed the incredible pace that Mansell adopted for most of the race, and one which was to have an important effect on those that endeavoured to follow, was whether the Honda-engined Williams would have sufficient fuel to make it to the finish. *"During the early laps, my computer indicated that I was alright but Prost was already pushing hard behind me leaving me with no choice but to pull away. I discussed the problem with the Honda engineers over the radio and they advised me to reduce turbo pressure, which I did. That's when Rosberg got past. Later, once back in the lead and with some fuel in reserve, I was able to up the pressure again."*

The performance of Mansell and his team mate, Piquet, were worlds apart although it should be said that Nelson was a bit wary at the start. During the warm-up lap, the front right brakes had locked and, after dismantling on the grid, it was noticed that a calliper had been incorrectly assembled. It was too late to take the spare. *"I can tell you I wasn't at all easy after that stupid incident,"* related Piquet, *"but, as the race progressed, I gradually regained confidence since the part seemed to hold. Unfortunately for me, the tyres I selected at mid-distance were softer than those chosen by Nigel and I was forced to stop a second time ten laps before the finish to change the rears. That dropped me from second to fourth."* The Brazilian driver was quickly able to make up ground again and, two laps later, was third although Rosberg, it should be said, was no longer in a position to put up much of a fight. His earlier attempt to get in front proved, not surprisingly, to have had an adverse effect on the McLaren's consumption and, after 54 laps, the Finn was forced to fall right back. More moderated race tactics on his behalf might just have brought valuable extra points for his team in the chase for the constructors' title.

Indeed, the contrast between his and Prost's race was very marked. The Frenchman's rhythm appeared extremely studied which, we learned later, was hardly surprising since his on-board computer had broken down. *"It was showing 0 litres at the start,"* he explained, *"so I knew that I was on my own as far as fuel consumption was concerned. Consequently, I opted for a medium pace. With the help of the pit signals I didn't do so badly."* Conscious that a small reserve was available towards the finish, the World Champion could relax for the closing laps. *"Had I known exactly where I stood petrol-wise, I might have been able to have a go at catching Mansell but it would have been difficult.*

WILLIAMS: "ALL YOU'VE GOT TO DO NOW, NIGEL, IS GET OUT THERE AND WIN TOMORROW"

Instead, I lowered turbo-boost to be sure, to finish second." With the 6 points thus obtained, Prost is back in the lead of the drivers' championship.

We mentioned 'confrontation' in the title of this analysis. Well, the Canadian Grand Prix was the first time this season that we have witnessed a direct battle between the two Williams and the two McLarens, between Honda and Porsche-TAG. Two comparisons spring to mind:

Arnoux was disappointed with the Montreal race despite another finish in the points.

Even before the green light, a number of drivers were in trouble. Danner had blown his engine during the earlier warm-up session. To change the offending unit took rather a long time and the Osella driver was unable to tackle the warm-up lap, forcing the young German to start from the pits. Palmer, meanwhile, couldn't get his engine started on the grid so, he too, had to start behind everybody else whilst Piquet had a scare when a front disc locked up during the formation lap. The Brazilian chose to start the race with his spare car but the clerk of the course decreed that it was too late to swap.

The start was given in sunny conditions in front of a very good turnout. Mansell and Senna, side by side on the front line, got off to a good start as Prost forced his way past Rosberg and Piquet, the Finn squeezing past Arnoux. Mansell got the better of Senna at the first bend and was quick to pull out an impressive lead over the pack. At the end of the first lap, the gap between himself and Senna was already 3.01s which he extended to 5.56s after 3 laps and to 6.17s by the end of Lap 4. The British driver's advantage was no doubt due in part to the superiority of his Williams but also to the fact that Senna was doing his utmost to stop Prost and Rosberg, and to a lesser extent Piquet who was taking things relatively easy because of his brakes, from getting through. Whilst we were wondering whether Prost was going to be happy just to tuck in behind the Lotus or whether he would wait to see if Rosberg could force a way past the black and gold car, the Frenchman succeeded in passing Senna on the outside, placing himself on the ideal line into the following corner. Senna reacted in an attempt to conserve his 2nd place as long as possible but even his famous fighting spirit was eclipsed by Prost who knows as well as anybody how to be tough when neccessary. Seeing that the Brazilian was insisting as they went into the second bend, the McLaren driver was not ashamed to resolutely shut the door in Senna's face, causing him to lock his brakes, slide and climb the curb in order to avoid a tangle. For the Lotus man, any hopes he may have held evaporated as first Rosberg, then Piquet and Arnoux overtook him in quick succession and he dropped steadily back.

Even though he was no longer blocked by Senna, Prost made no attempt at catching Mansell who even slightly extended his lead from 5.29s after Lap 8, to 5.56s, then to 5.76s after 10 laps. It all proved too much for Rosberg who chose to pass his team mate on Lap 12.

Thereafter, the Finn shot off in pursuit of the leading Williams driver. 4.43s separated the two men at the end of the 12th lap but the McLaren was level with Mansell just two laps later! It was difficult to know whether Rosberg's efforts were heroic or suicidal but, very soon, he was in the lead and pulling away. However, he was unable to exploit his tactics to the full when he came across Jones on Lap 19 at a point where his advantage over Mansell was 1.19s. The Australian driver's trajectories were so wide through each bend that Rosberg was unable to lap him. Keke preferred to take his time to wait for a suitable moment to pass this mobile chicane on the outside but, meanwhile, Mansell and Prost had caught him. Mansell was quick to profit from a slight hesitation on Rosberg's behalf to take back his lead by slipping between the Finn and the Lola driver. Rosberg reacted and the two men pulled away again at the same 'suicidal' pace as before, apparently not bothered about the fuel consumption of their respective cars.

Rosberg looks for a way past Mansell in a fuel wasting attempt to spend some time in the lead.

A Williams one-two looked possible towards the end until Piquet was forced to stop and change his rear tyres.

20 LAPS

Rosberg; 29m 53.586s. Mansell; 29m 54.653s. Prost; 29m 56.182s. Piquet; 30m 09.707s. Senna; 30m 19.352s. Arnoux; 30m 24.987s. Johansson; 30m 25.264s. Alboreto; 30m 29.606s. Laffite; 30m 44.735s. Patrese; 30m 52.239s. Berger; 30m 59.169s. Warwick; 30m 59.496s. Brundle; 30m 59.975s. Dumfries; 31m 10.182s. Streiff; 19 laps. Boutsen; 19 laps. Ghinzani; 19 laps. Rothengatter; 19 laps. De Cesaris; 19 laps. Jones; 19 laps. Palmer; 18 laps.

30 LAPS

Prost; 44m 46.722s. Mansell; 44m 57.811s. Piquet; 45m 03.812s. Rosberg; 45m 05.711s. Senna; 45m 12. 448s. Arnoux; 45m 23.829s. Laffite; 45m 58.434s. Alboreto; 46m 03.376s. Berger; 46m 16.217s. Patrese; 46m 19.856s. Brundle; 46m 20.461s. Johansson; 29 laps. Boutsen; 29 laps. Streiff; 29 laps. Ghinzani; 29 laps. Rothengatter; 29 laps. Dumfries; 28 laps. Jones; 28 laps. De Cesaris; 28 laps.

The contrast between the two leading drivers and the serene calm of Prost and Piquet further back was striking. They knew that their team mates were playing a dangerous game but, eventually, Rosberg's tyres got the better of him before he could get through and, on Lap 29, whilst only 0.23s behind Mansell, he pulled into his pits for fresh rubber. The change was fairly long, 13.24s, and he regained the track in third place between Prost and Piquet. After 29 laps, the order was Mansell in the lead, 4.45s ahead of Prost, 19.28s ahead of Rosberg, 21.48s ahead of Piquet and 30.40s ahead of Senna.

A lap later, it was Mansell's turn to stop for a tyre change which allowed Prost to take the lead as Piquet got the better of Rosberg. The Frenchman was not long in front as he too decided that it was time to change rubber on Lap 31 but his stop was even longer than Rosberg's and 19.98s were required when it proved difficult to fit a rear wheel. Mansell was back in front with Piquet chasing 2.03s behind, Rosberg 3.05s, Senna 10.35s and Prost 15.13s. Arnoux was leading a solitary race, 21.99s adrift of Mansell and 38.10s ahead of Laffite. Johansson had spent much of the race in 7th position but a silly accident with Dumfries put him out of the Canadian Grand Prix. The Scot had been into his pits for a tyre change and, on rejoining the circuit, got in the way of the Swede who couldn't avoid hitting him, putting an end to both car's race.

Senna changed his tyres on Lap 33 in only 9.44s which was sufficiently long however to allow Prost and Arnoux through. The Ligier driver had not yet changed his Pirellis but wasn't planning to. After Piquet's change of tyres on Lap 35 in 10.4s, the standing was; Mansell, 10.06s ahead of Rosberg, 23.13s ahead of Prost, 27.78s in front of Piquet who was followed by Arnoux and Senna, etc.

Things looked pretty settled out there as most drivers began to concentrate on getting to the finish with the petrol they had left. Mansell was pulling away though. His lead over Rosberg had extended to 13.68s by Lap 45, but it was soon realised that, in fact, it was the Finn's pace that was slowing. Prost also became aware that Piquet, on fresher tyres, was closing on him, catching him on Lap 45 and passing

40 LAPS

Mansell; 59m 48.708s. Rosberg; 1 hour 0m 02.254s. Prost; 1h 0m 11.665s. Piquet; 1h 0m 17.518s. Arnoux; 1h 0m 26.008s. Senna; 1h 0m 26.482s. Alboreto; 1h 01m 09.617s. Patrese; 39 laps. Laffite; 39 laps. Brundle; 38 laps. Streiff; 38 laps. Jones; 38 laps. Ghinzani; 38 laps. De Cesaris; 38 laps. Rothengatter; 37 laps.

50 LAPS

Mansell; 1 hours 14m 30.225s. Rosberg; 1h 14m 46.015s. Piquet; 1h 14m 51.698s. Prost; 1h 14m 54.001s. Arnoux; 1h 15m 31.269s. Senna; 1h 15m 32.599s. Alboreto; 49 laps. Laffite; 49 laps. Brundle; 48 laps. Streiff; 47 laps. Jones; 47 laps. Rothengatter; 46 laps.

3 laps later. The Frenchman didn't resist but made a point of not letting Piquet get too far ahead. With Mansell, Rosberg, Piquet and Prost now in the leading four positions as the race approached its closing stages, we were eager to see how the McLaren/Williams battle was going to develop, although it was clear that the Honda engines had the edge. Mansell looked unassailable, Rosberg was rapidly losing ground, Piquet was coming back fast whilst Prost was steady in his lap times. After 53 laps, Piquet was in a position to attack the Finn and passed him on the following lap, before closing on his team mate, conscious that the British driver must be near the limit fuel-wise. Rosberg paid the price of his earlier tactics as he let Prost through without resistance, having reduced turbo-pressure to minimum and revving 3,000 rpm lower.

60 LAPS

Mansell; 1 hour 29m 08.458s. Prost; 1h 29m 32.735s. Rosberg; 1h 29m 50.052s. Piquet; 1h 29m 53.490s. Senna; 59 laps. Arnoux; 59 laps. Alboreto; 59 laps. Laffite; 59 laps. Brundle; 58 laps. Jones; 57 laps. Streiff; 57 laps. Rothengatter; 55 laps.

It began to seem inevitable that the Williams cars were going to take 1st and 2nd places until Piquet was forced to make a lightening pit stop (7.77s) to change his rear tyres, dropping him to fourth again, 45.03s adrift of Mansell. Thankfully, since he had not driven particularly hard throughout the race, sufficient fuel remained in his tank for him to up turbo-boost to maximum. In no time at all, he was back in front of a floundering Rosberg on Lap 61. Prost was going to be more difficult and, to show he meant business, the Frenchman put in a lap of 1m 26.859s on Lap 63. Piquet, however, went even faster, breaking the lap record with a 1m 25.443s on the same lap. Time was running out fast for the Brazilian and Prost put up a good fight at the end with his remaining litres of fuel to hold him well off until the finish. Meanwhile, Rosberg was lapping at 1m 39.80s!...

An ideal start for Mansell as Palmer and Danner wait to start from pit lane.

A lengthy tyre change cost Prost ten or so seconds but the Frenchman never looked able to worry Mansell.

Firstly between Mansell and Rosberg, the sprinters of the respective teams. The former won, the latter was too thirsty. Score; 1-0 in Honda's favour.

The second comparison is that between Mansell and Prost, the sprinter and the 'wise old man'. The gap between the two men was 20.69s at the finish but Prost had spent an excessively long moment in his pits when changing tyres. By a strange coincidence, three litres of fuel remained in the tanks of both cars as they passed the chequered flag despite their contrasting approach to the race. Mansell had been eager to impose a quick pace to show everybody that he meant business whereas Prost was simply happy to follow at a distance without losing touch. It would have been interesting however to see how the Frenchman would have fared without the 10 or 11 second handicap incurred during the lengthy tyre change. In any case, the Porsche power unit appears to have made much progress following the introduction of a new injection system and the McLarens will certainly have their word to say when the F1 world returns to Europe in July.

The two drivers to complete the top six, Senna and Arnoux, were in a particularly privileged position to follow the McLaren/Williams confrontation. *"My second set of tyres wasn't all that good,"* explained the Lotus driver. *"The car vibrated a great deal and grip was poor, but my principal problem here today was fuel consumption and I really didn't know what tactics to adopt to conserve the stuff. I tried as best I could to ward off Prost in the early laps but it was soon clear that I wasn't going to be able to resist for long and I let him through. After that I thought that, by letting all the main contenders through, the resulting fight between them might have ended with one, or more, dry tanks... That didn't work either. After the Brazilian GP, I warned the Renault people that, the day the Williams and the McLarens got themselves sorted out, there would be little or nothing I would be able to do to match them and that's exactly what happened here."*

"We should be better off in Detroit," added Ducarouge, the Lotus engineer, *"but we mustn't fool ourselves. A good engine will always be a good engine whatever sort of circuit you're racing on."*

The last word goes to Arnoux: *"I hate this sort of race where all you've got to do is keep your eyes firmly fixed on the computer. More or less throughout I based myself on Senna's pace. To save fuel, you had to brake early and climb up through the gears as gently as possible. In fact when I say brake, 'slow' would be a more appropriate word. Both I and Senna still finished with a dry tank. Where's the racing in that, I ask you?"*

FRIDAY'S PRACTICE

It was raining on the Friday morning, a light but continual rain which the city of Montreal seems to reserve for us each year.

During the 90 minutes untimed practice session in the wet, however, there were no incidents to speak of although everybody appeared to be taking great care apart from Mansell who put in fastest time, 2.3s better than Berger, whilst the rain was at its heaviest. Even Rosberg, 20th fastest, admitted that he didn't see any point in trying too hard given the conditions, and that's saying something. By one o'clock the weather situtaion had improved but, although the rain had ceased, it was still cold and the sky grey and overcast. There was little chance that the track was going to dry out before the end of the first qualifying session. Everybody fitted wets apart from Boutsen who gambled with slicks. Whilst Senna and Berger were fighting it out between them for a provisional pole-position time, Mansell snatched it away from them without warning with a 1m 39.472s and Patrese managed a 1m 41.298s as the track dried. A little over an hour later, the session was interupted again after Palmer's engine had blown, setting fire to the rear of his Zakspeed and the organisers profited from the break to retrieve Johansson's Ferrari the turbo of which had blown.

Slowly but surely, more and more dry portions were visible on the circuit. Rosberg and Piquet were amongst the first to try going out on slicks and put in 1m 35.371s and 1m 36.509s respectively. These times were the signal for the real testing session to get started and, fifteen minutes before the chequered flag was due to be shown, the fastest time changed hands so fast that it was wiser to stay in front of the Longines screen to keep in the picture. Piquet 1m 32.356s; Mansell 1m 31.423s; Mansell again 1m 29.470s. Senna 1m 27.422s. Piquet 1m 28.588s. But these times gave only a vague idea of the potential of each car and driver. *"The conditions were changing almost visibly,"* commented Laffite afterwards, *"and the traffic was ludicrous. It was difficult, stupid really because sunshine is forecast for tomorrow."* Mansell's thoughts went along similar lines: *"Today it was the last one out on the track with fresh tyres that put in fastest time. I used mine a little too early. It would have been preferable to wait for the last five minutes."* Exactly what Senna did. *"Yes,"* admitted the Brazilian, *"Unfortunately, though, my time doesn't give me any useful information about the car's handling on this circuit. If it's sunny tomorrow, we should all be about 4 or 5 seconds faster but it will be a busy day because the most important thing will be to prepare for the race and that's going to be a different story."* He was, of course, referring to his doubts about the Lotus's fuel consumption, something which was to preoccupy many others.

With only 7th fastest time, Prost wasn't exactly happy with his day. *"You really had to be motivated to go quickly today,"* he explained. *"I preferred to spend my time sorting out the problems that cropped up with the new injection. It had worked well during private testing but, here, the humidity had an adverse effect. Keke had the same problems but our technicians managed to sort it out quicker on his car than on mine."* What are the advantages of the new system? *"Performance-wise, nothing. But its effect on fuel consumption is quite considerable. I'm keen to see how we compare with the Williams now and Montreal is an ideal circuit to make a direct comparison."*

And the Ferraris? Johansson was 3rd but Alboreto was 23rd. It was easy to see that Michele was upset by the day's proceedings having had three turbos blow on him in the morning on either his car or the spare. His troubles continued during the afternoon when a further Garrett exploded and Johansson wasn't let off when both his race and spare cars were also damaged when two turbos blew. The origins of these failures were probably two-fold; permanent excessive speed of the turbines caused by too high pressure or excessive exhaust temperatures, the result of a quest to reduce fuel consumption.

On the Friday evening, respecting the ancient tradition, the entire Ferrari team got together for a long briefing followed by the equally traditional telephone call to Maranello. We'll never know what the Commendatore's reactions were but, by the Saturday morning, there was a glimmer of hope again in the Italian camp. *"We think we've put our finger on the source of the turbo problem,"* we were told, *"but it is uncertain whether we will be able to sort it out completely before the race."*

SATURDAY: THE INFERNAL DUO

As far as the handling of the car was concerned, another key area to cause concern on the team's arrival in North America, the engineers were trying their best to improve the situation as best they could by testing different aerodynamic settings. It was decided that, if the car wasn't going to be fast through the bends, then it would be better to have a high top speed. The springs and anti-roll bars were selected to get as much power down to the ground as possible and the exhausts were changed in order to preserve the turbos. However, whilst the Ferraris were easily the fastest in Canada (313.41 kph for Alboreto and 305.86 kph for Mansell), the set up was far from perfect. *"I've not been able to put in one full lap without problems,"* complained Alboreto whose moral was low after a further two turbos had failed on his usual car during the morning before the engine blew on the spare car. The turbos had meanwhile been replaced on the original car but its engine consequently refused to start. Out on the circuit, Johansson was soon put straight concerning the handling. *"It's no better today on the dry than it was yesterday in the wet..."*

In the meantime, the usual bounty hunters' were out fighting for pole-position. Senna was the first to set a time worthy of that name with a 1m 24.188s whilst Mansell went off the track in style when he put two wheels onto the grass trying to get round a slower car on the outside at the hairpin. The British driver had the last word though when he put in a 1m 24.118s on part worn tyres as Senna had a big scare and was unable to improve on his first time.

The Brazilian then selected the least worn tyres that remained, Mansell fitted his second set of qualifying rubber and the two set off again in pursuit of the fastest time amidst applause from the Montreal crowd which was apparently aware of the relationship between the two. Their times were, however, an anti-climax and the two returned to the pits as they had left them; Mansell first, Senna second.

Hardly had he climbed out of his single-seater, than the British driver rushed to the telephone where Frank Williams was waiting to congratulate him. *"All you've got to do now, Nigel, is get out there and win tomorrow."*

Neither Prost nor Rosberg were happy with their chassis although the engine and the new injection were perfect. *"There's too much understeer which we can't clear. The way in which the front and rear tyres get up to correct working temperature is inconsistant and not simultaneous. Nevertheless, we should be alright for the race. With a full tank, the phenomenen should disappear. It's strange though, I've never been in a situation where I can hope to win here."* ■

Danner was due to drive the second Arrows as replacement for the injured Surer but eventually raced his usual Osella following a problem with his contract.

F1: CANADIAN GRAND PRIX

GRID POS.	5	12	6	1	25	2	20	26	7	8	27	18	15	19	11	4	28	3	24	23	14	21	29	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Lap																								
1	5	12	1	6	2	25	20	7	27	26	8	15	18	28	3	11	4	23	19	24	21	29	22	14
2	5	12	1	6	2	25	20	7	27	26	8	15	28	18	3	11	23	4	19	24	21	29	22	14
3	5	12	1	2	6	25	20	7	27	26	8	28	15	18	3	11	23	4	19	24	21	29	22	14
4	5	12	1	2	6	25	20	7	27	26	28	8	15	18	3	11	23	4	19	24	21	29	22	14
5	5	1	2	6	25	12	20	7	27	26	28	8	15	18	3	11	23	4	19	21	29	15	14	22
6	5	1	2	6	25	12	20	7	27	28	26	8	15	18	3	11	23	4	19	24	21	29	15	14
7	5	1	2	6	25	12	20	7	27	28	26	8	18	3	11	23	4	19	24	21	29	15	14	
8	5	1	2	6	25	12	20	27	28	26	7	8	18	3	11	23	4	19	24	21	29	15	14	
9	5	1	2	6	25	12	28	20	27	26	7	8	18	3	11	23	4	19	24	18	29	23	15	14
10	5	1	2	6	25	12	28	27	20	26	7	8	3	11	4	19	23	24	18	21	29	23	15	14
11	5	1	2	6	25	12	28	27	26	20	7	8	3	11	4	19	24	18	21	29	23	15	14	14
12	5	1	2	6	25	12	28	27	26	20	7	8	3	11	4	19	24	18	21	23	15	14	19	
13	5	2	1	6	25	12	28	27	26	20	7	8	3	11	4	19	24	18	21	23	15	14		
14	5	2	1	6	12	25	28	27	26	20	7	8	3	11	4	18	24	21	29	23	15	14		
15	5	2	1	6	12	25	28	27	26	20	7	8	3	11	4	18	24	21	29	23	15	14		
16	5	2	1	6	12	25	28	27	26	20	7	8	3	11	4	18	24	21	29	15	14	24		
17	2	5	1	6	12	25	28	27	26	20	7	8	3	11	4	18	24	21	29	15	14			
18	2	5	1	6	12	25	28	27	26	20	7	8	3	11	4	18	21	29	23	15	14			
19	2	5	1	6	12	25	28	27	26	7	20	8	3	11	4	18	21	29	23	14	8			
20	2	5	1	6	12	25	28	27	26	7	20	8	3	11	4	18	21	29	23	14				
21	2	5	1	6	12	25	28	27	26	7	20	3	11	18	4	21	29	15	23	14				
22	5	2	1	6	12	25	28	27	26	7	20	3	11	18	4	21	29	15	23	14				
23	5	2	1	6	12	25	28	27	26	7	20	3	11	18	4	21	29	15	23	14				
24	5	2	1	6	12	25	28	27	26	7	20	3	11	18	4	21	29	15	23	14				
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26	5	2	1	6	12	25	28	27	26	20	7	3	11	18	4	21	29	15	23	14				
27	5	2	1	6	12	25	28	27	26	20	7	3	11	18	4	21	29	15	23	14				
28	5	2	1	6	12	25	28	27	26	20	7	3	18	11	4	21	29	15	23	14				
29	5	1	2	6	12	25	28	27	26	20	7	3	18	4	21	29	15	23	11					
30	1	5	6	2	12	25	26	27	20	7	3	18	4	21	29	15	23	28	11					
31	5	6	2	12	1	25	26	27	20	7	3	18	4	21	15	29	23							
32	5	6	2	12	1	25	26	27	20	7	3	18	4	21	15	29	23							
33	5	6	2	1	25	12	26	27	20	7	3	18	4	21	15	23	29							
34	5	6	2	1	25	12	26	27	20	7	18	3	4	21	15	23	29							
35	5	2	1	6	25	12	26	27	7	18	3	4	21	15	23	29	20							
36	5	2	1	6	25	12	26	27	7	18	3	4	21	15	23	29								
37	5	2	1	6	25	12	26	27	7	18	3	4	21	15	23	29								
38	5	2	1	6	25	12	27	26	7	18	3	4	15	21	23	29								
39	5	2	1	6	25	12	27	7	26	3	4	15	21	23	29	18								
40	5	2	1	6	25	12	27	7	26	3	4	15	21	23	29									
41	5	2	1	6	25	12	27	7	26	3	4	15	21	29	23									
42	5	2	1	6	25	12	27	7	26	3	4	15	21	29										
43	5	2	1	6	25	12	27	7	26	3	4	15	21	29										
44	5	2	1	6	25	12	27	7	26	3	4	15	29	21										
45	5	2	1	6	25	12	27	26	3	4	15	29	7											
46	5	2	1	6	25	12	27	26	3	4	15	29												
47	5	2	1	6	25	12	27	26	3	4	15	29												
48	5	2	6	1	25	12	27	26	3	4	15	29												
49	5	2	6	1	25	12	27	26	3	4	15	29												
50	5	2	6	1	25	12	27	26	3	4	15	29												
51	5	2	6	1	25	12	27	26	3	4	15	29												
52	5	2	6	1	25	12	27	26	3	4	15	29												
53	5	2	6	1	25	12	27	26	3	4	15	29												
54	5	6	2	1	25	12	27	26	3	4	15	29												
55	5	6	1	2	25	12	27	26	3	4	15	29												
56	5	6	1	2	25	12	27	26	3	15	4	29												
57	5	6	1	2	25	12	27	26	3	15	4	29												
58	5	6	1	2	25	12	27	26	3	15	4	29												
59	5	1	2	6	12	25	27	26	3	15	4	29												
60	5	1	2	6	12	25	27	26	3	15	4	29												
61	5	1	6	2	12	25	27	26	3	15	4	29												
62	5	1	6	2	12	25	27	26	3	15	4	29												
63	5	1	6	2	12	25	26	27	3	15	4													
64	5	1	6	2	12	25	26	27	3	15	4													
65	5	1	6	2	12	25	26	27	3	15														
66	5	1	6	2	12	25	26	27	3															
67	5	1	6	2	12	25	26	27																
68	5	1	6	2	12	25	26	27																
69	5	1	6	2																				

■ Starting grid position
□ On leader's lap
▒ 1 lap or more behind leader
▒ Pitstop
■ Retired in the pits
■ Retired on the track

PIT STOPS

Lap 7: Jones, lost wheel balancing lead weight.
Lap 10: Boutsen, tyres.
Lap 18: Jones, tyres
Lap 20: De Cesaris, tyres.
Lap 28: Dumfries, tyres.
Lap 29: Rosberg, tyres.
Lap 30: Mansell and Alboreto, tyres.
Lap 31: Prost and Streiff, tyres.
Lap 32: Rothengatter, tyres.
Lap 33: Senna, tyres.
Lap 35: Piquet, tyres.
Lap 39: Laffite and Brundle, tyres.
Lap 59: Piquet, tyres.
Lap 61: Rothengatter, tyres.

RETIREMENTS

Lap 7: Danner, turbo.
Lap 14: Fabi, lost battery.
Lap 18: Nannini, turbo.
Lap 21: Warwick, engine.
Lap 25: Palmer, engine.
Lap 30: Johansson and Dumfries, accident.
Lap 35: Berger, turbo pressure.
Lap 39: Boutsen, electronics.
Lap 41: De Cesaris, transmission.
Lap 44: Ghinzani, gearbox.
Lap 45: Patrese, engine.

CANADIAN GRAND PRIX

Sixth round of the 1986 F1 World Championship.
Date: June 15, 1986
Circuit: Gilles Villeneuve, Montreal.
Track length: 4.41km/2.76 miles.
Race distance: 69 laps or 304.29km/190.18 miles.
Weather: Hot and sunny for race day with light wind.
Attendance: 99,000 spectators over the three days.
Qualifying: 25. **Qualified:** 25. **Starters:** 24. **Finishers and Classified:** 12.

THEIR FASTEST LAPS

Piquet	1m 25.443s (Lap 63)	De Cesaris	1m 30.514s (37)
Mansell	1m 26.552s (33)	Patrese	1m 30.731s (15)
Prost	1m 26.859s (63)	Boutsen	1m 30.975s (27)
Rosberg	1m 27.479s (19)	Warwick	1m 31.139s (18)
Senna	1m 27.503s (63)	Dumfries	1m 31.623s (6)
Laffite	1m 27.742s (60)	Streiff	1m 32.209s (55)
Arnoux	1m 27.981s (63)	Fabi	1m 32.317s (11)
Alboreto	1m 28.408s (37)	Nannini	1m 33.173s (5)
Johansson	1m 28.853s (27)	Rothengatter	1m 33.568s (8)
Jones	1m 29.366s (58)	Ghinzani	1m 33.598s (19)
Brundle	1m 29.553s (57)	Palmer	1m 33.764s (7)
Berger	1m 30.361s (34)	Danner	1m 37.444s (4)

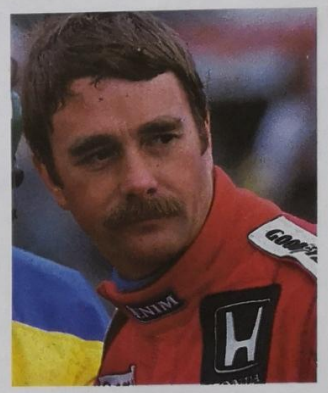
DRIVERS' WORLD CHAMPIONSHIP POINTS

(After 6 races)

1.	Prost	0	+	4	+	9	+	9	+	1	+	6	=	29
2.	Senna	6	+	9	+	0	+	4	+	6	+	2	=	27
	Mansell	0	+	6	+	0	+	3	+	9	+	9	=	27
4.	Piquet	9	+	0	+	6	+	0	+	0	+	4	=	19
5.	Rosberg	0	+	3	+	2	+	6	+	0	+	3	=	14
6.	Johansson	0	+	0	+	3	+	0	+	4	+	0	=	7
	Laffite	4	+	0	+	0	+	1	+	2	+	0	=	7
8.	Berger	1	+	1	+	4	+	0	+	0	+	0	=	6
	Arnoux	3	+	0	+	0	+	2	+	0	+	1	=	6
10.	Alboreto	0	+	0	+	0	+	0	+	3	+	0	=	3
11.	Fabi	0	+	2	+	0	+	0	+	0	+	0	=	2
	Brundle	2	+	0	+	0	+	0	+	0	+	0	=	2
13.	Patrese	0	+	0	+	1	+	0	+	0	+	0	=	1

PREVIOUS WINNERS

(Last five editions)
1985 : **Alboreto** (Ferrari 156/85)
1984 : **Piquet** (Brabham BMW BT53)
1983 : **Arnoux** (Ferrari 126 C2)
1982 : **Piquet** (Brabham BMW BT50)
1981 : **Laffite** (Talbot Ligier JS17)



STARTING GRID

Senna Lotus-Renault JPS 98 T 1m 24.188s	**Mansell** Williams-Honda FW11 1m 24.118s
Prost McLaren TAG MP4-2C 1m 25.192s	**Piquet** Williams-Honda FW11 1m 24.384s
Rosberg McLaren TAG MP4-2C 1m 25.533s	**Arnoux** Ligier-Renault JS 27 1m 25.224s
Laffite Ligier Renault JS27 1m 26.447s	**Berger** Benetton BMW B186 1m 26.439s
Warwick Brabham BMW BT55 1m 27.413s	**Patrese** Brabham BMW BT55 1m 26.483s
Boutsen Arrows BMW A8 1m 27.614s	**Alboreto** Ferrari F1-86 1m 27.495s
Fabi Benetton BMW B186 1m 28.102s	**Jones** Lola Ford THL2 1m 28.058s
Streiff Tyrrell Renault 014 1m 28.639s	**Dumfries** Lotus Renault JPS 98 T 1m 28.521s
Brundle Tyrrell Renault 015 1m 29.111s	**Johansson** Ferrari F1 86 1m 28.881s
De Cesaris Minardi M 185 B 1m 29.854s	**Nannini** Minardi M185B 1m 29.653s
Ghinzani Osella Alfa FA1 1m 31.479s	**Palmer** Zakspeed 861 1m 30.005s
Danner Osella Alfa FA1 1m 41.436s	**Rothengatter** Zakspeed 861 1m 32.113s

Non-starter : Tambay (Lola Ford THL2)
1m 28.095s; accident during warm-up.

CONSTRUCTOR'S WORLD CHAMPIONSHIP POINTS

(After 6 races)

1.	Williams	9	+	6	+	6	+	3	+	9	+	13	=	46
2.	McLaren	0	+	7	+	11	+	15	+	1	+	9	=	43
3.	Lotus	6	+	9	+	0	+	4	+	6	+	2	=	27
4.	Ligier	7	+	0	+	0	+	3	+	2	+	1	=	13
5.	Ferrari	0	+	0	+	3	+	0	+	7	+	0	=	10
6.	Benetton	1	+	3	+	4	+	0	+	0	+	0	=	8
7.	Tyrrell	2	+	0	+	0	+	0	+	0	+	0	=	2
8.	Brabham	0	+	0	+	1	+	0	+	0	+	0	=	1

FOR THE RECORD

● First GP for Warwick with Brabham. ● Tambay retired after accident during warm-up. ● New chassis for Tyrrell, Brabham, Ligier and Benetton. ● Garrett turbos for Ferrari for both qualifying and race. ● Second successive victory for Mansell. ● New injection for the McLarens.

SUCCESSIVE LEADERS

Laps 1 - 16: **Mansell.**
Laps 17 - 21: **Rosberg.**
Laps 22 - 29: **Mansell.**
Lap 30: **Prost.**
Laps 31 - 69: **Mansell.**

FINAL RESULTS

1. Mansell (Williams Honda) 69 laps or 304.29 km in 1 hour 42m 26.415s at an average speed of 178.225 kph/ 111.39 mph.
2. Prost (McLaren TAG) 1h 42m 47.074s.
3. Piquet (Williams Honda) 1h 43m 02.677s.
4. Rosberg (McLaren TAG) 1h 44m 02.088s.
5. Senna (Lotus Renault) 68 laps.
6. Arnoux (Ligier Renault) 68 laps.
7. Laffite (Ligier Renault) 68 laps.
8. Alboreto (Ferrari F1-86) 68 laps.
9. Brundle (Tyrrell Renault) 67 laps.
10. Jones (Lola Ford) 66 laps.
11. Streiff (Tyrell Renault) 65 laps.
12. Rothengatter (Zakspeed) 63 laps.

Track lap record : **Piquet** (Williams Honda) 1m 25.443s on Lap 63 at an average speed of 185.808 kpH/116.13 mph.

DRIVERS	TEAMS	CONSTRUCTORS	QUALIFYING TIMES	
1. Prost	McLaren International	McLaren TAG MP4-2C/3 (T : 2C/4)	1m 29.541s	1m 25.192s
2. Rosberg	McLaren International	McLaren TAG MP4-2C/2	1m 29.348s	1m 25.533s
3. Brundle	Tyrrell Ltd	Tyrrell Renault 015/3 (T : 014/1)	1m 34.233s	1m 29.111s
4. Streiff	Tyrrell Ltd	Tyrrell Renault 014/3	1m 32.307s	1m 28.639s
5. Mansell	Williams GP Ltd	Williams Honda FW 11/02 (T : FW11/1)	1m 28.889s	1m 24.118s
6. Piquet	Williams GP Ltd	Williams Honda FW 110/4 (T : FW11/3)	1m 28.588s	1m 24.384s
7. Patrese	Olivetti Brabham	Brabham BMW BT55/1 (T : BT55/3)	1m 32.692s	1m 26.483s
8. Warwick	Olivetti Brabham	Brabham BMW BT55/6	1m 33.231s	1m 27.413s
11. Dumfries	John Player Team Lotus	Lotus Renault JPS 98T/2 (T : 98T/1)	1m 32.144s	1m 28.521s
12. Senna	John Player Team Lotus	Lotus Renault JPS 98T/3	1m 27.422s	1m 24.188s
14. Palmer	Zakspeed Formula Racing	Zakspeed 861/4	1m 31.856s	1m 30.005s
15. Jones	FORCE Lola	Lola Ford THL2/004 (T : THL2/003)	1m 33.291s	1m 28.058s
16. Tambay	FORCE Lola	Lola Ford THL2/001	1m 31.487s	1m 28.095s
18. Boutsen	Arrows Racing Team Ltd	Arrows BMW A8/2 (T : A8/6 and 2)	1m 35.843s	1m 27.614s
19. Fabi	Benneton Formula Ltd	Benetton BMW B186/04 (T : B 186/01)	1m 51.056s	1m 28.102s
20. Berger	Benneton Formula Ltd	Benetton BMW B186/05	1m 29.509s	1m 26.439s
21. Ghinzani	Osella Squadra Corse	Osella Alfa FA1-H/1	1m 36.575s	1m 31.479s
22. Danner	Osella Squadra Corse	Osella Alfa FA1-G/85/01	**1m 41.436s**	—
23. De Cesaris	Minardi Team Spa	Minardi M185B/002 (T : 185B/004)	1m 32.619s	1m 29.854s
24. Nannini	Minardi Team Spa	Minardi M185B/001	1m 35.789s	1m 29.653s
25. Arnoux	Ligier Sport	Ligier Renault JS27/05 (T : JS27/03)	1m 30.200s	1m 25.224s
26. Laffite	Ligier Sport	Ligier Renault JS27/01	1m 30.171s	1m 26.447s
27. Alboreto	Ferrari Spa	Ferrari/F1-86/092 (T : 86/090)	1m 42.740s	1m 27.495s
28. Johansson	Ferrari Spa	Ferrari/F1-86/091	**1m 28.881s**	1m 29.078s
29. Rothengatter	Zakspeed Formula Racing	Zakspeed 861/1	1m 46.280s	1m 32.113s

Huub Rothengatter (Zakspeed) Photo DDPI

ROTHENGATTER FINISHED FOR THE FIRST TIME THIS SEASON. PALMER FARED LESS WELL, RETIRING WITH TURBO-FAILURE

Derek Warwick (Brabham BMW) Photo DDPI

10TH IN PRACTICE AND 12TH BEFORE DROPPING OUT WITH ENGINE PROBLEMS, WARWICK S BRABHAM DEBUT WAS ENCOURAGING

9 OUT OF 10 FOR PORSCHE

THERE WAS GENUINE OPTIMISM IN THE JAGUAR CAMP, A GLIMMER OF HOPE WITHIN THE KOUROS TEAM BEFORE THE START WHILST, FOR PORSCHE, THERE WAS LITTLE TO PROVE AND MUCH TO LOSE. BUT, WITH NINE CARS IN THE TOP TEN AT THE FINISH, THE GERMAN MANUFACTURER HAS DEMONSTRATED IN NO UNCERTAIN TERMS THAT IT TAKES EXPERIENCE TO WIN AT LE MANS. JAGUAR, HOWEVER, SAY THEY'LL BE BACK.

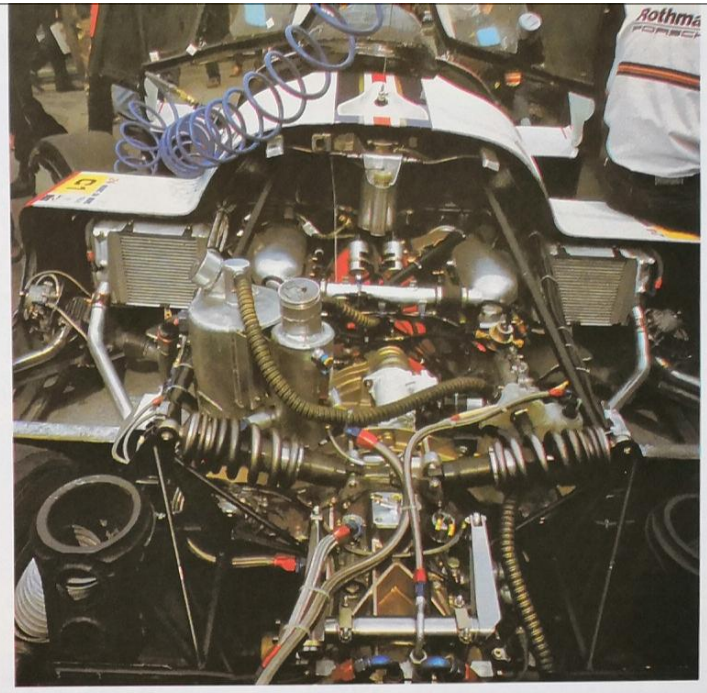
by Jean-Marc Teissedre and Chris Williams

Photo: Pascal Huit

● *Traditionally dominated by British teams, the Group C2 category was another closely fought out affair this time round, victory finally going to the ADA Engineering Gebhardt Ford (above) driven by Harrower/Clements/Dodd. They inherited the lead when the Rover-engined Ecurie Ecosse hit problems (blow-out, oil leak and accident) after dominating the group for much of the race.*

● *The official Porsche 962Cs were scrutineered with the water-cooled, 3 litre engine (right) which was used for practice whilst the hardy 2.6 litre air and water cooled power unit was mounted for the race itself! All perfectly legal and above board, believe it or not.*

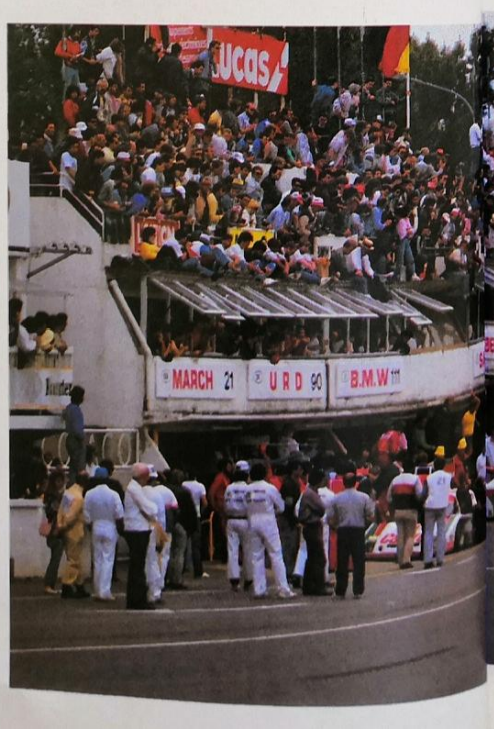
● *Don't be deceived, the XJR6 of Warwick/Cheever/Schlesser (below) seems to lead the Porsche of Mass/Wollek/Schuppan but the Jaguars were unable to match the pace of the two manual gearbox 962 Rothmans cars. The latter violently left the race shortly before mid-distance when Mass skidded on a patch of oil.*

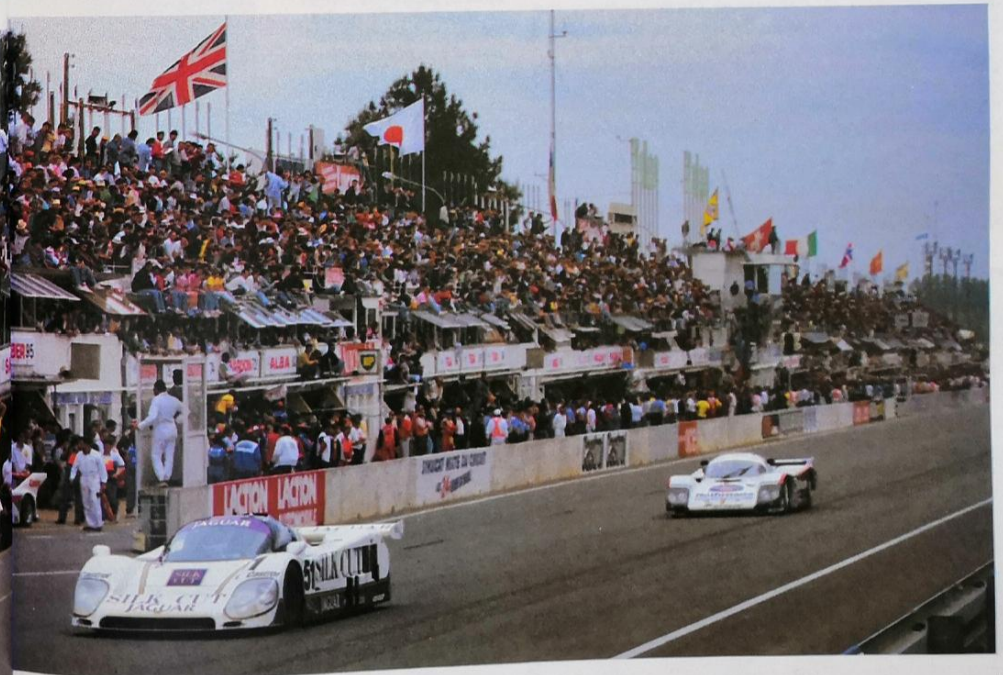


ANALYSIS

On the face of it, it would seem that Porsche were, once more, in complete control of the Le Mans 24 Hour race. A look at the final results shows that nine Porsches finished in the top ten and the most summary of glances at the hour by hour chart would show that the German cars led the event from start to finish, leaving the 'challengers' without the slightest chance. But it would be wrong to judge the performances of the Jaguar and Kouros teams on the statistics alone. Take, for example, Peter Sauba's two Mercedes-engined cars which were both struck by bad luck early in the race: On Lap 6, whilst the two blue and white Mercedes-engined cars were following each other, Pescarolo was busy driving flat out along the Hunaudières straight when a piece of metal, thrown up by Thackwell's car, holed the oil radiator. At a crawl, he managed to drive back to his pits an hour later but with no oil. His race was over, even if he did manage to restart but a gearbox failure during the 8th hour put a definitive end to the Frenchman's chances whilst the second Kouros had already disappeared three hours previously with engine failure.

Probably more than Kouros, the Jaguar contingent had real reasons to feel hopeful before the 4 o'clock start even if Porsche's experience at the French race over the last decade or so meant that the German manufacturer were favourites to win. Alas, the British team too was to be struck by ill luck as the race settled down when the XJR6 N° 52 drew to a sorry halt out on the circuit with no fuel, probably as a result of the same fuel pressure problems already encountered by





the Silk Cut cars at Monza. The two other Jaguars were eliminated by more classical troubles, a more noble way of dropping out especially since this was the first time at Le Mans for the newly formed team. It is a shame that the retirement of Cheever/Schlesser/Warwick marked the end of any interest that may have remained in the race after the sad events of the night.

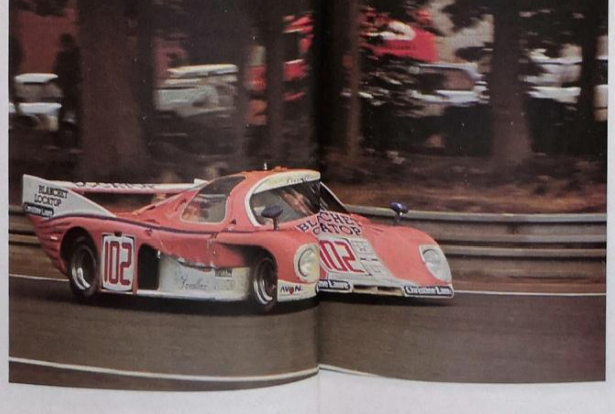
POSITION AFTER 1 HOUR:

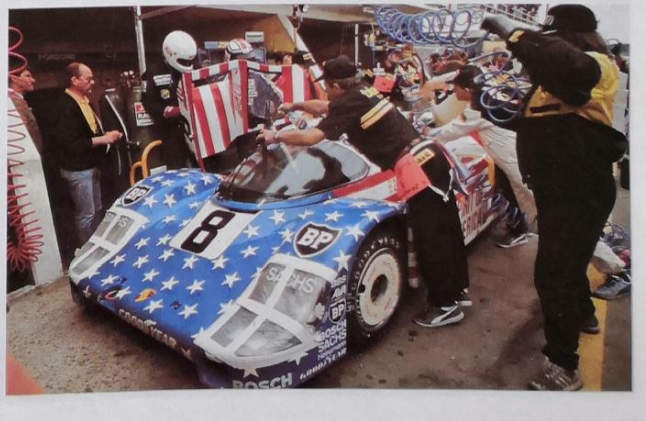
Ludwig: 16 laps in 57 m 06.4s. Stuck: 57m 29.7s. Wollek: 57m 38.1s. Warwick: 58m 19.5s. Heyer: 58m 21.3s. Larrauri: 58m 25.0s. Schuppan: 58m 28.1s. Brancatelli: 59m 11.5s. Boutsen: 59m 40.8s. Follmer: 15 laps. C2: Spice 15 laps in 57m 42.9s. Dickens: 59m 19.7s. Sotty: 14 laps.

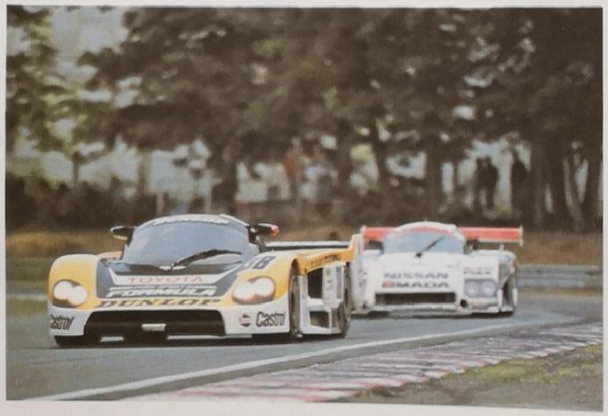
At 8.30 am, with seven and a half hours of the race remaining, there was precious little left to entertain the spectators. Only the car of Bell/Stuck/Holbert remained of the factory Porsches and the spirited display of the private Joest Racing car came to an untimely finish as the race restarted after the two and a half hour interruption to clear the track after Jo Gartner's fatal accident. That left the leaders nearly an hour clear of the now second-placed Fortuna-Brun Porsche 962C which, in turn, was a good half an hour clear of the 956 of de Villota/Velez/Fouche. The two other Brun Porsches had disappeared whereas the Kremer team had, of course, been cruelly hit during the night with the death of Gartner, the second car retiring immediately out of respect for the Austrian driver.

It would be an error, however, to conclude that this year's race was devoid of interest. On the contrary, the 54th running of the Le Mans 24 Hours was as thrilling as you could wish for, for nearly two-thirds of its distance. As dawn rose with a Rothmans Porsche and a Silk Cut Jaguar in first and second positions respectively, there was still every chance that the unconciously hoped for duel between the two was

● A third victory looked very possible for the Joest Racing Porsche (right). At the time of Gartner's fatal accident, Ludwig/Barilla/Winter were ahead of the no.1 Rothmans Porsche albeit only very slightly since the two cars crossed the start/finish line more or less side by side at the end of the tenth hour. Strangely, it was during the interruption after Gartner's accident that the 956's engine was to suffer when it overheated at the low speeds of the pace car which it was forced to follow for two and a half hours. When Ludwig was finally able to put his foot down, the sudden change in what was being asked of the engine was too much, putting the Taka-Q car out of the event and spelling the end of much of the race's interest. The honour of fastest recorded speed, however, went to the Joest Porsche when it was clocked down the Hunaudières straight at 374 kph. ●Dorchy/Pessiot/Haldi finished third in Group C2 with the thirsty WM Peugeot (below left) despite gearbox problems whilst the Rondeau of Sotty/Rosiaud/Del Bello (below centre), 2nd in C2 after 8 hours, lost a lot of ground after an accident. ● A rewarding 3rd place for the 'Spirit of America' Porsche 956 (below right).







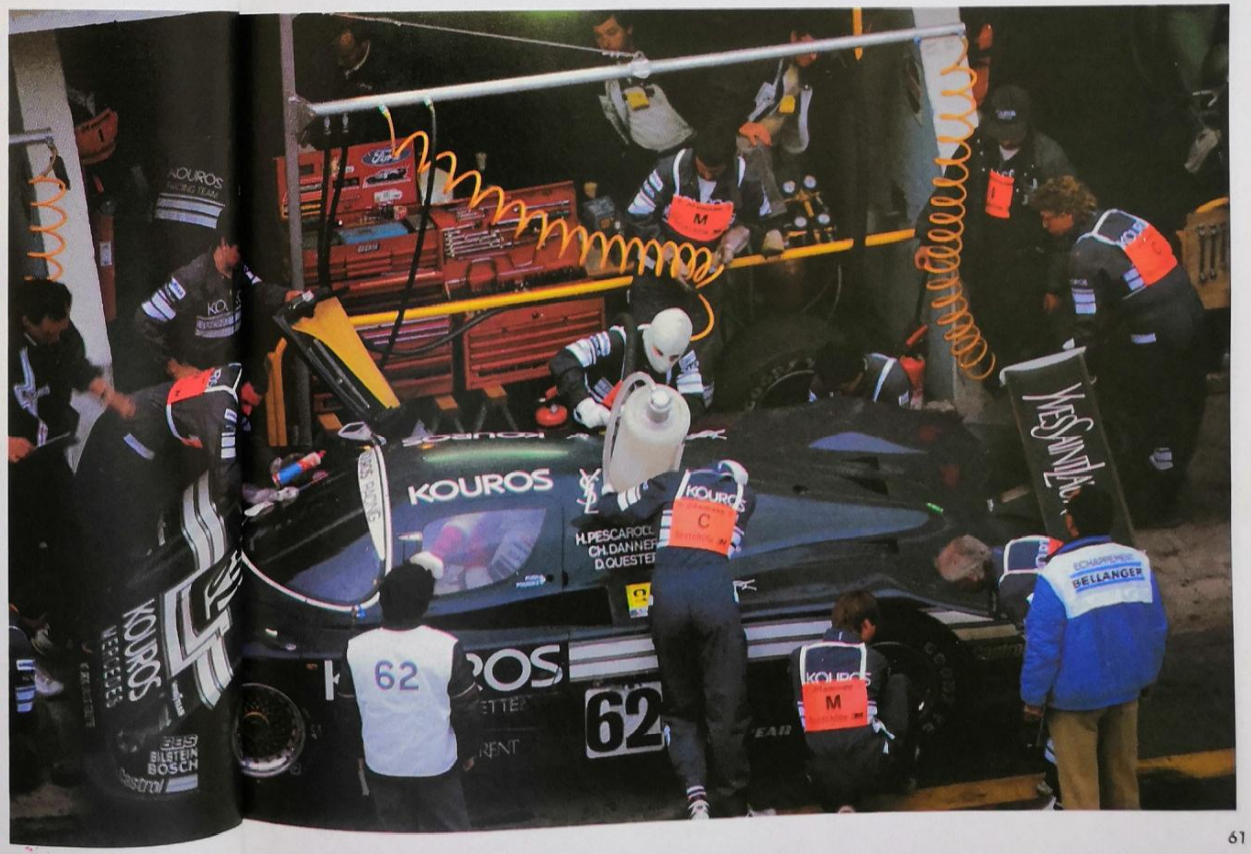
● Four-wheel drive in Endurance racing! And what is more, Ballot Lena/Metge took the Group GTX Porsche 961 (left) to seventh place overall, possibly something to do with the fact that the two Frenchmen have competed at Le Mans on no less that 26 occasions between them. ● The Japanese contingent was as strong as ever, the Dome Toyota (centre left) even lying seventh overall at one stage although only the Nissan of Hasemi/Wada/Weaver survived to the chequered flag. ● The only Brun Porsche to finish (below left) had a steady run to take a fine 2nd place with Larrauri/Pareja/ Gouhier sharing the driving. ● Both of the Mercedes V8-engined Kouros cars dropped out early on before they were able to demonstrate their full potential. Pescarolo (below) was indirectly sidelined by his own team mate when a piece of metal thrown up by Thackwell's similar car holed the oil radiator.

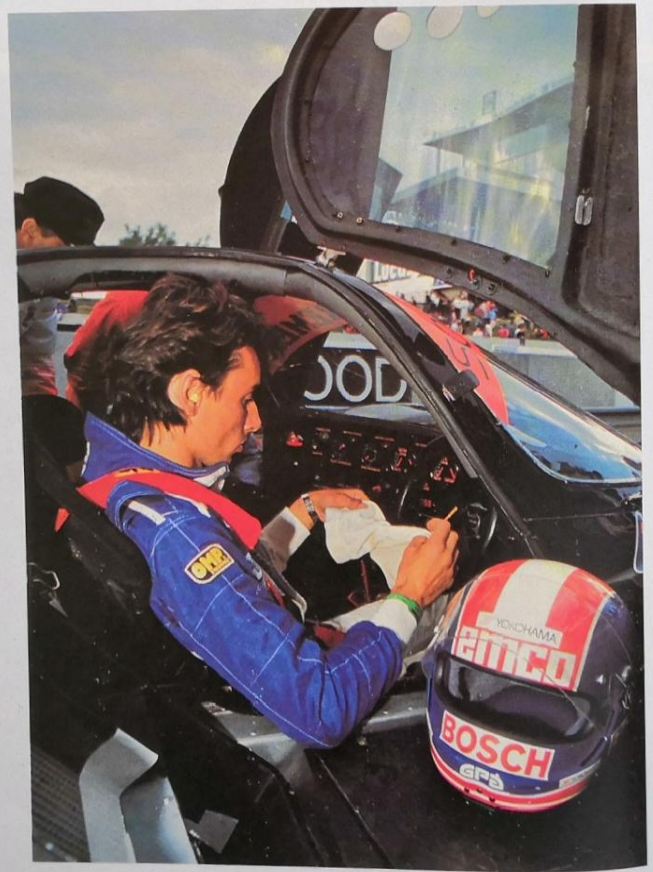
going to take place. It only needed a puncture or a mechanical hiccough on the number 1 Porsche and Warwick/Cheever/Schlesser could so easily have put the prestigious name of Jaguar name back into the record books for the first time since 1957. However, that just wasn't to be. Indeed, it was the British car which collected a puncture at high speed, the resulting suspension damage putting the XJR6 on the sidelines until next year and leaving a procession of five 956s or 962s to settle their own scores.

POSITION AFTER 6 HOURS

Bell/Stuck: 99 laps in 5h 58m 30.7s. Mass/Wollek: 5h 59m 27.9s. Ludwig/ Barilla/Winter: 5h 59m 45.8s. Warwick/ Cheever/Schlesser: 97 laps. Brancatelli/ Percy/Hahne: 96 laps. Larrauri/Pareja/ Gouhier: 96 laps. Gartner/Van Der Merwe: 93 laps. De Villota/Velez/Fouche: 93 laps. Alliot/Romero/Trollé: 91 laps. Brunn/Schuster/Seher: 90 laps.
***C2: Mallock/Wilds/Leslie 86 laps in 5h** 53m 14.6s. Del Bello/Rossiaud/Sotty: 84 laps. Deland/Petery/Hotchkiss: 83 laps.*

Without a doubt, the highlight of the race was the battle which opposed the Joest Porsche with the two remaining Rothmans crews (Schuppan/Olson, in the third official 962 with the PdK automatic gearbox,





● *Jo Gartner (below left) had just taken over from his South African team mate, Sarel Van der Merwe, at the wheel of the black Kremer Porsche (below right) which had already spent some time in the pits after suspension problems during the 11th hour. At 3.28 am, whilst lying eighth, the Austrian driver suddenly lost control along the Hunaudières straight. The car hit the rails on the left of the track before flipping over onto its roof, sliding a hundred or so yards further along the tarmac and coming to rest against the right-hand rails where the Porsche burst into flames. Thirty-two year old Gartner had resolutely worked his way up through the different levels of racing. From Formula Super Vee, he progressed to F3 and F2 before spending a season with Osella in F1 in 1984. His best*

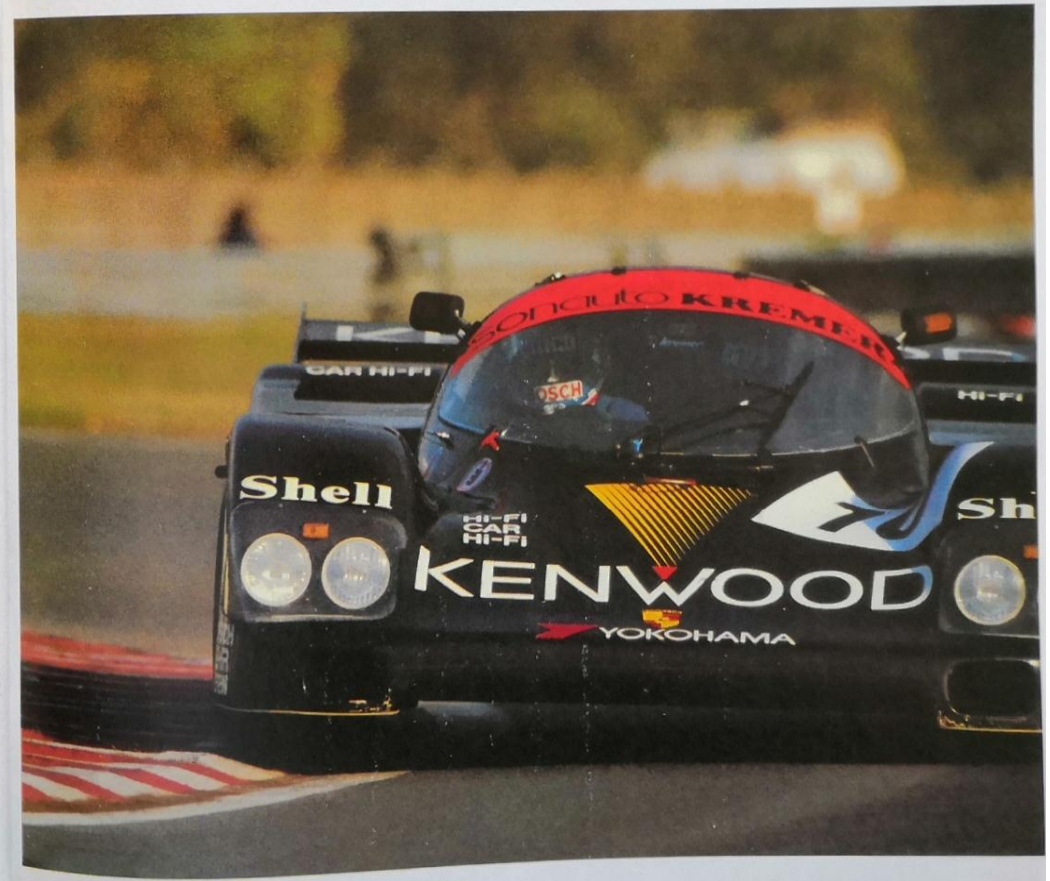
went out after 3 hours racing with transmission failure) which each had their own special reasons to win here. The lead changed hands no fewer than 30 times during the first 10 hours and the gap between these three hares rarely exceeded 20 seconds. The fight retained all of its intensity even after Mass/Wollek/Schuppan skidded out of the race on a patch of oil left on the track by the the sickening Ecurie Ecosse.

POSITION AFTER 12 HOURS

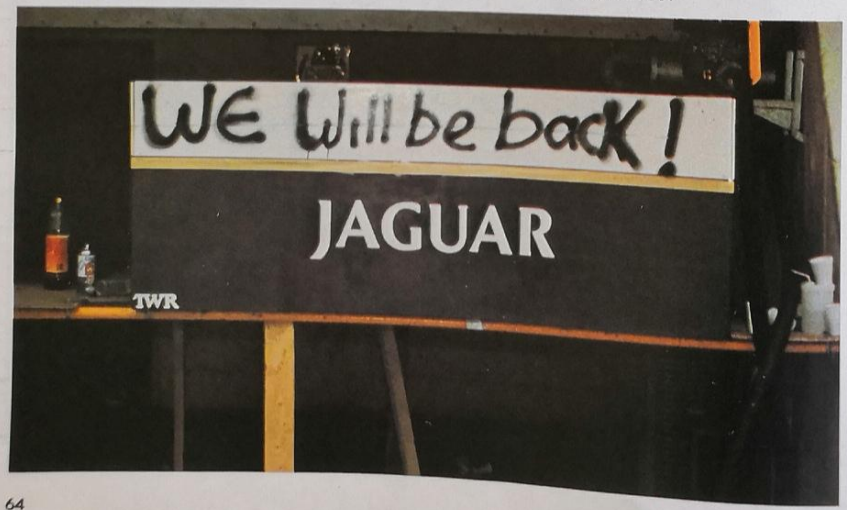
Ludwig/Barilla/Winter: 191 laps in 11h 52m 26.2s. Bell/Stuck/Holbert: 11h 52m 29.4s. Larrauri/Pareja/Gouhier: 183 laps. Warwick/Cheever/Schlesser: 182 laps. De Villota/Velez/Fouche: 180 laps. Follmer/Morton/Miller: 178 laps. Lassig/Ballabio/Wood: 175 laps. Brunn/-Schuster/Seher: 173 laps. Alliot/ Romero/Trollé: 170 laps. Elgh/Gabbiani/-Suzuki: 168 laps.
C2: Mallock/Wilds/Leslie: 159 laps in 11h 05m 08.9s. Harrower/Clements/Dodd: 158 laps. Winther/Mercer/Jensen: 156 laps.

The challenge of the Joest car was a further indication, if any is still needed, that the private German outfit is a perfectly well organised affair whose experience of the classic French race is one of their trump cards. It is

Grand Prix result was 5th at Monza. Conscious though of the difficulties involved in succeeding in Formula One, Gartner directed his career towards Endurance racing and had already finished fourth at Le Mans in 1985 alongside Edwards and Hobbs in the Fitzpatrick 956 Porsche. ● The Mulsanne bend (left) had been modified for this year's event at a cost of 2.5 million French Francs. The change was approved by the majority of drivers but spoilt the view for spectators of cars appearing flat out over the famous Hunaudières crest.



● *Stuck and Bell have pulled out a healthy lead in the World Sport Prototype Championship for drivers thanks to their Le Mans win and the fact that Holbert, competitions manager of Porsche North America, was in the winning car will not have done the German manufacturer's reputation any harm Stateside.* ● *The 30,000 British enthusiasts who had made the pilgrimage across the Channel were keeping their fingers crossed for the Jaguar. Of the three cars at the start, only that of Warwick/Cheever/Schlesser (below right) survived the chilly night.* ● *Schlesser (above right) was at the wheel when a tyre blew on car 51 as it sped along the infamous Hunaudières straight. He was able to limp back to the pits but suspension damage forced the only remaining XJR6 into retirement.* ● *If the graffiti left on the Jaguar pits after the race is anything to go by, the British manufacturer will be back in 1987.*

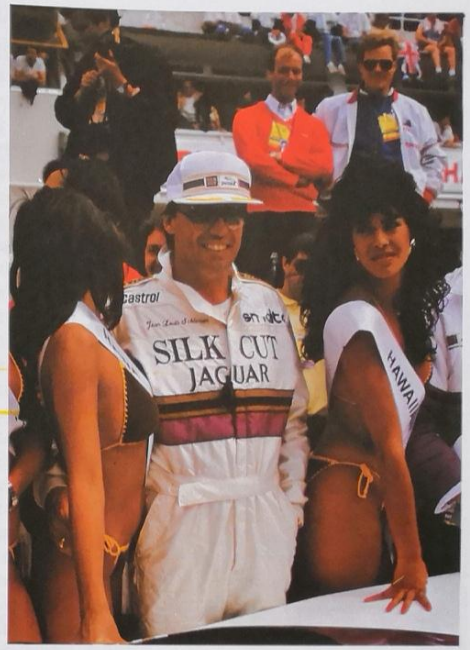


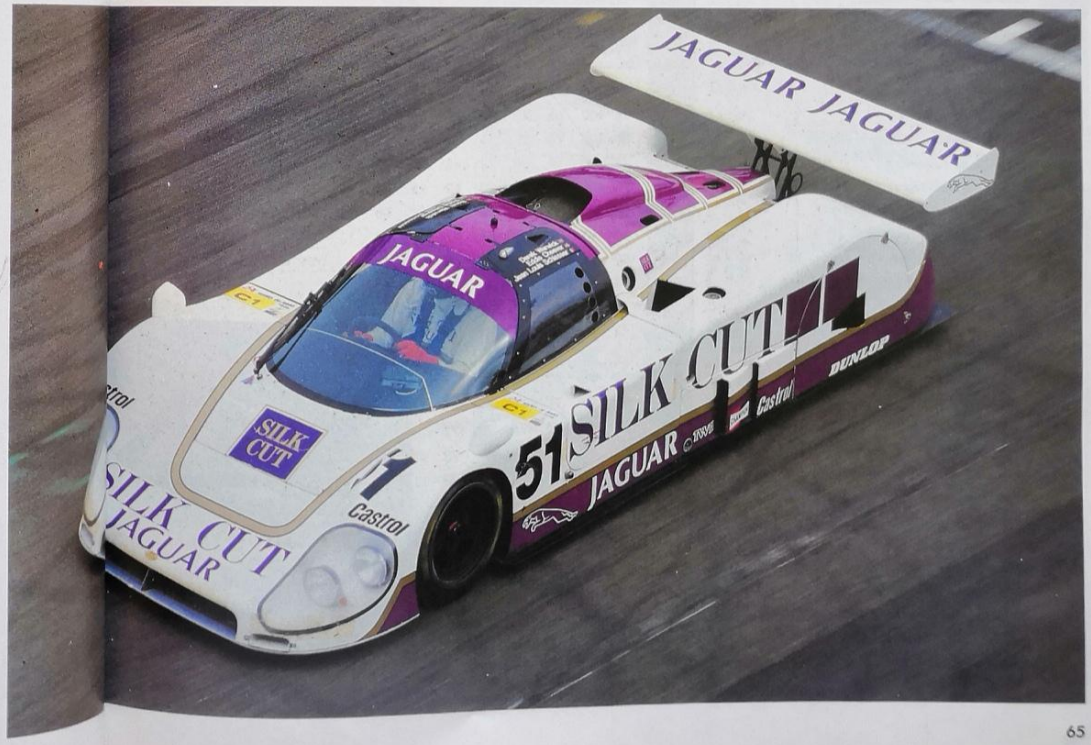
somewhat ironic that the Taka-Q car's engine should blow as a result of the fact that it wasn't able to function correctly during the 150 minutes that the pace-car was on the circuit, the time required to carry out repairs to the rails where Gartner had lost control of his Porsche at high speed and to clear the track of the debris of the Kremer car.

POSITION AFTER 18 HOURS

Bell/Stuck/Holbert: 273 laps in 17h 59m 37.6s. *Larrauri/Pareja/Gouhier: 264 laps. Follmer/Morton/Miller: 259 laps. De Villota/Velez/Fauche: 259 laps. Lassig/Ballabio/Wood: 252 laps. Brunn/Schuster/Seher: 251 laps. Elgh/Gabbiani/Suzuki: 240 laps. Alliot/Romero/Trollé: 237 laps. Hasemi/Wada/Weaver: 236 laps.*
C2: Harrower/Clements/Dodd: 232 laps in 17h 56m 46.4s *(10th overall). Winther/Mercer/Jensen: 226 laps. Dorchy/Pessiot/Haldi: 217 laps.*

The atmosphere during prize giving was sombre as everyone's thoughts turned to Jo Gartner. Hans Stuck, a close freind of the Austrian, would so much have preferred to score his first Le Mans victory in other circumstances. For Derek Bell, it was his fourth victory Le Mans win, equalling the records of Pescarolo and Gendebien. The British driver will no doubt be looking now to match Ickx's absolute record of 6 victories.



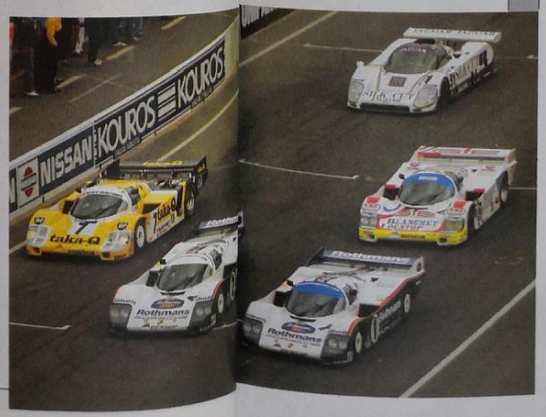


HOUR BY HOUR

N°	CREWS	Positions	POSITIONS 1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	17th	18th	19th	20th	21st	22nd	23rd	24th	Overall placing
2	Mass/Wollek/Schuppan	1	7	7	7	7	7	1	1	1	1	1	7	7	1	1	1	1	1	1	1	1	1	1	1	1
1	Bell/Stuck/Holbert	2	1	2	2	2	1	2	7	7	7	7	1	1	17	17	51	17	17	17	17	17	17	17	17	17
7	Ludwig/Barilla/Winter	3	2	1	1	1	2	7	2	2	2	2	2	17	51	51	17	33	8	8	8	8	8	8	8	8
19	Boutsen/Theys/Ferté	4	51	51	51	51	51	51	51	17	53	17	17	51	33	33	33	8	33	33	33	33	33	33	33	33
51	Warwick/Cheever/Schlesser	5	52	3	52	53	53	53	53	53	17	51	51	33	8	8	8	9	9	63	9	9	9	9	9	9
17	Larrauri/Pareja/Gouhier	6	17	52	53	19	17	17	17	51	51	53	33	8	63	9	63	63	63	9	63	63	63	63	63	63
52	Redman/Haywood/Heyer	7	3	53	19	17	19	10	10	33	33	33	8	9	9	63	9	38	38	55	55	55	55	180	180	180
3	Schuppan/Olson	8	53	17	17	18	10	33	33	10	8	8	10	63	55	55	38	55	55	75	180	180	180	75	75	75
62	Pescarolo/Danner/Quester	9	19	19	18	33	33	55	55	8	63	55	9	55	38	38	55	180	32	180	75	75	75	14	14	14
13	Courage/De Cadenet/Raphanel	10	8	10	33	10	55	63	8	63	55	63	55	38	180	180	180	32	75	47	14	14	14	55	55	55
8	Follmer/Morton/Miller	11	18	18	8	55	18	9	63	55	9	9	63	180	32	32	32	75	180	38	47	38	38	38	90	90
18	Brun/Sigala/Jelinksi	12	10	33	10	63	63	12	9	12	12	10	38	32	79	75	75	47	47	90	38	90	90	90	100	100
61	Nielsen/Thackwell/Pescarolo	13	9	8	14	170	9	8	12	9	10	38	79	12	75	79	90	90	90	14	90	21	21	21	47	47
53	Brancatelli/Percy/Hahne	14	33	74	55	171	12	19	41	38	79	79	180	79	47	90	47	14	14	32	32	100	100	100	21	21
10	Gartner/Van der Merwe/Takahashi	15	70	55	12	9	8	170	38	79	38	180	12	75	90	47	79	100	21	21	21	47	47	47	38	78
14	Baldi/Cobb/Dyson	16	63	12	63	12	41	32	79	170	180	12	32	47	111	14	111	21	100	100	100	78	78	78	78	32
55	Alliot/Romero/Trollé	17	55	63	9	23	170	38	170	32	41	32	75	90	14	111	14	111	111	78	78	32	32	32	32	102
41	Raulet/Pignard/Migault	18	74	14	74	74	32	36	32	41	32	170	47	111	66	100	100	78	78	111	111	111	111	102	102	13
9	Lassig/Ballabio/Wood	19	12	9	171	32	38	41	36	180	170	14	90	14	100	21	21	102	102	102	102	102	102	111	13	70
33	De Villota/Velez/Fouche	20	38	38	170	41	36	79	180	21	90	90	14	66	21	66	78	95	70	70	70	70	70	70	111	
63	Brunn/Schuster/Seher	21	23	171	38	8	79	45	21	102	21	75	111	100	78	78	66	70	95	13	13	13	13	13	70	
12	Yver/Striebig/Cohen Olivar	22	171	170	23	180	45	180	102	90	47	47	66	21	102	95	95	13	13	72	72	72	72	72	72	
70	Spice/Bellm/Martin	23	170	23	41	102	70	21	45	14	75	41	100	102	70	102	102	72	72	95	95	95	95	95	95	
23	Hoshino/Matsumoto/Suzuki	24	36	41	32	38	180	102	90	47	102	111	21	78	95	70	70	99	99	99	99	99				
171	Katayama/Terada/Yorino	25	102	79	180	36	21	78	78	75	14	66	41	95	99	72	72									
180	Metge/Ballot/Léna	26	41	36	79	79	100	90	47	111	111	102	102	70	72	99	13									
102	Del Bello/Rossiaud/Sotty	27	180	32	102	45	90	70	111	78	66	78	78	99	13	13	99									
74	De Thoisy/Dickens/Yvon	28	79	180	36	70	102	47	75	45	78	100	70	72	97	97										
170	Kennedy/Galvin/Dieudonné	29	61	66	100	90	78	111	14	66	100	21	95	13												
38	Elgh/Gabbiani/Suzuki	30	45	100	66	21	47	75	66	97	95	70	99	97												
47	Grand/Goudchaux/Menant	31	75	102	78	100	111	14	62	100	97	95	72													
21	Cleare/Robert/Newsum	32	32	90	90	66	74	18	97	95	70	97	97													
32	Hasemi/Wada/Weaver	33	78	78	45	78	23	62	95	99	99	99	13													
100	Dorchy/Pessiot/Haldi	34	66	75	3	52	75	100	99	70	72	72														
45	Oudet/Justice	35	21	21	70	111	61	97	70	83	13	13														
95	Bassaler/Tapy/Lacaud	36	100	45	21	47	97	66	100	71																
89	Schanche/Kleppe/Birrane	37	90	111	111	14	14	99	83	13																
90	Winther/Mercer/Jensen	38	14	70	75	75	171	95	72																	
83	Taverna/Palma/Vanoli	39	72	61	47	61	62	74	13																	
36	Nakajima/Lees/Sekiya	40	111	47	72	72	66	83																		
79	Mallock/Wilds/Leslie	41	92	92	92	97	99	23																		
75	Harrower/Clements/Dodd	42	83	97	97	99	95	61																		
99	Nicholson/Sheldon/Thyrring	43	99	72	99	95	72	171																		
92	Heuclin/Descartes	44	47	99	61	62	52	72																		
66	Los/Touroul/Grang	45	97	83	83	83	83	52																		
97	Thomas/Musetti/Allison	46	95	95	95	92	92	92																		
72	Donovan/Jones/Adams	47	62	62	62	13	13	13																		
98	Hall/Andrews/Bain	48	13	13	13																					
78	Delano/Petery/Hotchkiss	49	98	98																						
111	Krankenberg/Witmeur/Libert	50	89	89																						
*20	Davey/Crang/Gimbel	51																								
*106	Hellberg/Leim/Fritsch	52																								

* did not qualify

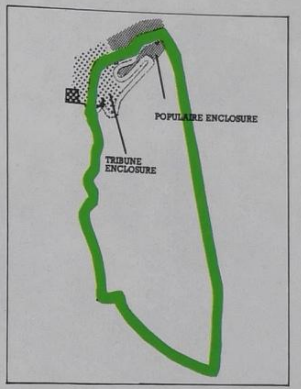
Retired



STATISTICS

LE MANS 24 HOURS

Second round of World Sport Prototype Championship for makes, third round of World Sport Prototype Championships for drivers and C2 drivers, second round of Groupe C2 FIA Trophy for teams.
Date: May 31/June 1, 1986.
Circuit: Le Mans.
Track length: 13. km/8. miles.
Weather: Fresh and overcast.
Entrants: 52. **Qualified and Starters:** 50.
Finishers: 23. **Classified:** 19. **Retirements:** 27.



QUALIFYING TIMES

Mass/Wollek/Schuppan (Porsche 962 C)	3m 15.99s
Bell/Stuck/Holbert (Porsche 962 C)	3m 16.60s
Ludwig/Barilla/Winter (Porsche 956)	3m 17.11s
Boutsen/Theys/Ferté (Porsche 956)	3m 20.10s
Warwick/Cheever/Schlesser (Jaguar XJR-6)	3m 21.60s
Larrauri/Pareja/Gouhier (Porsche 962 C)	3m 23.47s
Redman/Haywood/Heyer (Jaguar XJR-6)	3m 24.95s
Schuppan/Olson (Porsche 962 C)	3m 25.34s
Pescarolo/Danner/Quester (Kouros Mercedes)	3m 26.69s
Courage/De Cadenet/Raphanel (Cougar C12/Porsche)	3m 26.98s
Follmer/Morton/Miller (Porsche 956)	3m 27.37s
Brun/Sigala/Jelinski (Porsche 962 C)	3m 28.05s
Nielsen/Thackwell/Pescarolo (Kouros Mercedes)	3m 29.22s
Brancatelli/Pery/Hahne (Jaguar XJR-6)	3m 29.24s
Gartner/Van der Merwe/Takahashi (Porsche 962 C)	3m 30.10s
Baldi/Cobb/Dyson (Porsche 956)	3m 30.31s
Alliot/Romero/Trollé (Porsche 956)	3m 33.86s
Raulet/Pignard/Migault (WM P85 Peugeot)	3m 33.99s
Lassig/Ballabio/Wood (Porsche 956)	3m 35.27s
De Villota/Velez/Fouche (Porsche 956)	3m 35.99s
Brunn/Schuster/Seher (Porsche 936)	3m 37.42s
Yver/Striebig/Cohen Olivar (Porsche 956)	3m 39.56s
Spice/Bellm/Martin (Spice Pontiac Fiero/Ford DFV	3m 40.47s
Hoshino/Matsumoto/Suzuki (Nissan R 86 V)	3m 41.49s
Katayama/Terada/Yorino (Mazda 757)	3m 43.31s
Metge/Ballet Léna (Porsche 961)	3m 43.45s
Del Bello/Rossiaud/Sotty (Rondeau M379/Ford DFV)	3m 43.74s
De Thoisy/Dickens/Yvon (Gebhardt JC 843/Ford DFV)	3m 44.57s
Kennedy/Galvin/Dieudonné (Mazda 757)	3m 44.74s
Elgh/Gabbiani/Suzuki (Dome Toyota 86 C)	3m 45.25s
Grand/Goudchaux/Menant (Rondeau M482/Ford DFV)	3m 47.17s
Cleare/Robert/Newsum (March/Porsche)	3m 47.32s
Hasemi/Wada/Weaver (Nissan R85 V)	3m 47.35s
Dorchy/Pessiot/Haldi (WM P85 Peugeot)	3m 48.55s
Oudet/Justice (Rondeau M382/Ford DFV)	3m 49.13s
Bassaler/Tapy/Lacaud (Sauber C6/BMW)	3m 53.27s
Schanche/Kleppe/Birranne (Argo JM19/Ford Zakspeed)	3m 53.49s
Winther/Mercer/Jensen (URD/BMW)	3m 53.85s
Taverna/Palma/Vanoli (Alba AR3/Ford DFV)	3m 54.51s
Nakajima/Lees/Sekiya (Tom's Toyota 86 C)	3m 54.85s
Mallock/Wilds/Leslie (Ecosse C266/Ford DFV)	3m 55.35s
Harrower/Clements/Dodd (Gebhardt JC 843/Ford DFV)	3m 56.99s
Nicholson/Sheldon/Thyrring (Tiga GC 86/Ford BDG)	3m 57.36s
Heuclin/Descartes (ALD 027BMW)	3m 57.59s
Los/Touroul/Grang (March 84G/Porsche)	3m 59.21s
Thomas/Musetti/Allison (Tiga GC 84/Ford BDG)	3m 59.60s
Donovan/Jones/Adams (Bardon BD1/Ford DFV)	3m 59.97s
Hall/Andrews/Bain (Tiga GC 86/Ford BDG)	4m 02.78s
Delano/Petery/Hotchkiss (Ecosse C285/Rover)	4m 03.98s
Krankenberg/Witmeur/Libert (BMW M1)	4m 08.68s
*Davey/Crang/Gimbel (Tiga GC 86/Ford DFV Tc.	4m 09.58s
* Hellberg/Leim/Fritsch (Strandell/Porsche)	4m 19.32s

* did not qualify

RETIREMENTS

Lap 1:	Schanche/Kleppe/Biranne, engine. Hall/Andrews/Bain, engine.
3rd hour:	Schuppan/Olson, transmission.
4th hour:	Redman/Haywood/Heyer, out of fuel. Katayama/Terada/Yorino, transmission.
5th hour:	Heuclin/Descartes, accident. Nielsen/Thackwell/Pescarolo, engine. Brun/Sigala/Jelinski, valve failure. Hoshino/Matsumoto/Suzuki, engine vibrations.
6th hour:	De Thoisy/Dickens/Yvon, accident. Boutsen/Theys/Ferté, accident.
7th hour:	Pescarolo/Danner/Quester, gearbox. Taverna/Palma/Vanoli, engine.
8th hour:	Thomas/Musetti/Allison, crankshaft. Nakajima/Lees/Sekiya, engine.
9th hour:	Oudet/Justice, oil pressure.
10th hour:	Raulet/Pignard/Migault, distributor. Kennedy/Galvin/Dieudonné, gearbox. Brancatelli/Percy/Hahne, transmission.
12th hour:	Mass/Wollek/Schuppan, accident. Gartner/Van Der Merwe/Takahashi, accident. Yver/Striebig/Cohen Olivar, out of respect for Gartner.
13th hour:	Ludwig/Barilla/Winter, engine.
15th hour:	Mallock/Wilds/Leslie, disqualified.
16th hour:	Los/Touroul/Grang, disqualified.
17th hour:	Warwick/Cheever/Schlesser, suspension.
21st hour:	Nicholson/Sheldon/Thyrring, piston.

GROUP C2 FIA TROPHY (drivers)

(after 3 events)

1. Spice, Bellm	**41 points**
3. Harrower, Clements	30 points
5. Barberio	25 points
6. Winther, Mercer	23 points
8. Jelinski, Dickens	20 points
10. Gellini	15 points

WORLD SPORTS PROTOTYPE CHAMPIONSHP (makes)

(after 2 events)

1. Rothmans Porsche	**35 points**
2. Silk Cut Jaguar	20 points
3. Danone Fitzpatrick Porsche	18 points
Joest Racing	18 points
5. Brun Motorsport	17 points
6. Porsche Kremer Racing	12 points
Liqui Moly Equipe	12 points

WORLD SPORT PROTOTYPE CHAMPIONSHIP (drivers)

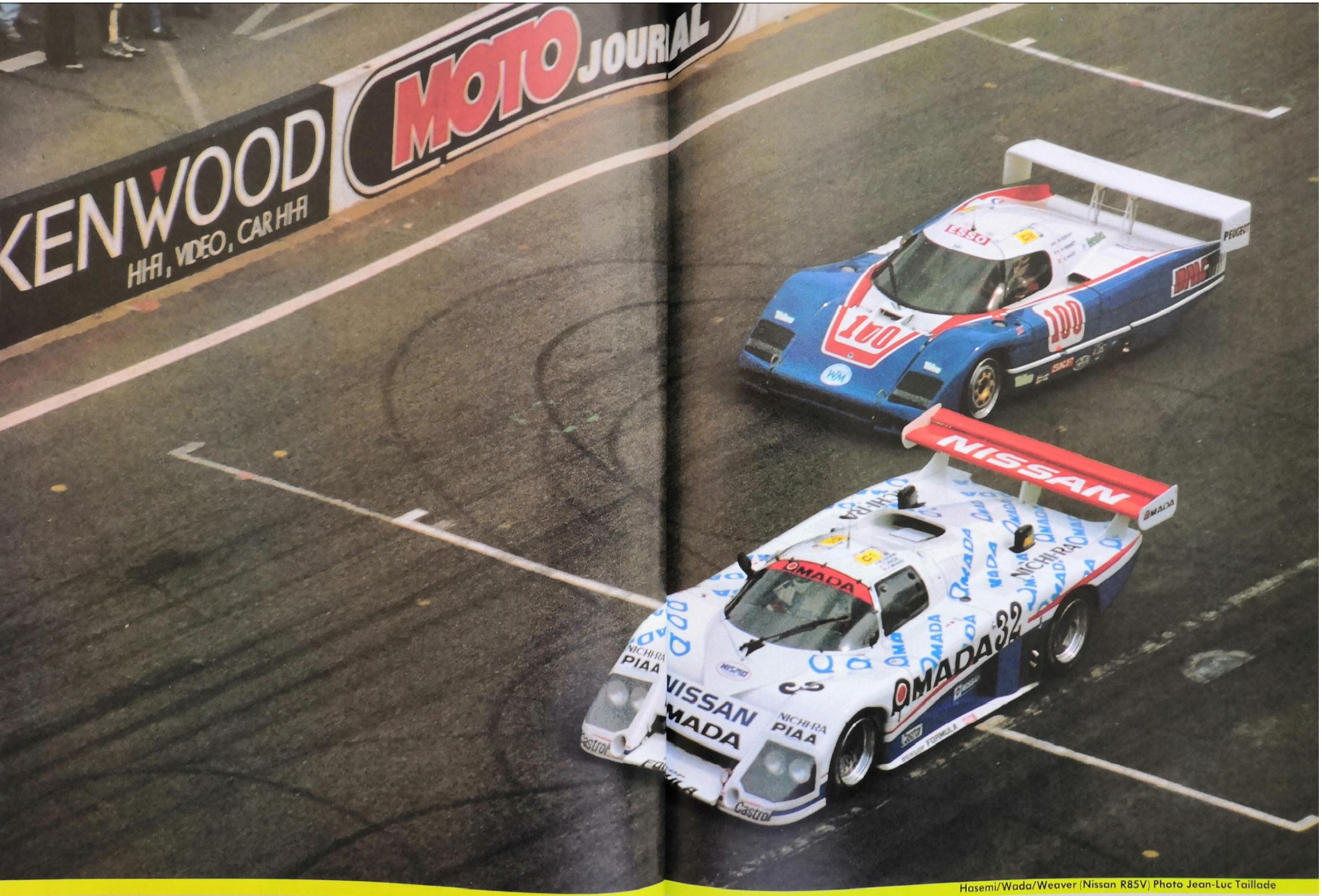
(after 3 events)

1. Bell, Stuck	**55 points**
3. Larrauri, Pajera	26 points
5. Cheever, Warwick, Holbert	20 points
8. De Villota, Velez	19 points
10. Follmer	18 points

FINAL RESULTS

1. **Bell/Stuck/Holbert (Porsche 962C) 367 laps (4972.73km/3107.95 miles) in 24 hours, an average speed of 207.197 kph/129.5 mph.**
2. Larrauri/Pareja/Gouhier (Porsche 962C) 359 laps.
3. Follmer/Morton/Miller (Porsche 956) 354 laps.
4. De Villota/Velez/Fouché (Porsche 956) 348 laps.
5. Lassig/Ballabio/Wood (Porsche 956) 344 laps
6. Brunn/Schuster/Seher (Porsche 936) 343 laps.
7. **Metge/Ballot-Lena (Porsche 961) 320 laps (1st GTX).**
8. **Harrower/Clements/Dodd (Gebhardt Ford) 317 laps (1st Group C2)**
9. Baldi/Cobb/Dyson (Porsche 956) 317 laps.
10. Alliot/Romero/Trollé (Porsche 956) 311 laps.
11. Winther/Mercer/Jensen (URD BMW) 309 laps.
12. Dorchy/Pessiot/Haldi (WM Peugeot) 300 laps.
13. Grand/Goudchaux/Menant (Rondeau Ford) 298 laps
14. **Cleare/Robert/Newsum (March Porsche) 298 laps (1st GTP).**
15. Delano/Petery/Hotchkiss (Ecosse Rover) 292 laps.
16. Hasemi/Wada/Weaver (Nissan R85V) 284 laps.
17. Rossiaud/Del Bello/Sotty (Rondeau Ford) 277 laps.
18. Courage/De Cadenet/Raphanel (Cougar Porsche) 266 laps
19. Spice/Bellm/Martin (Spice Pontiac Fiero Ford) 257 laps.

Race Lap Record: Ludwig (Porsche 956) 3m 23.3s, an average speed of 239.551 kph/149.72 mph.
Finished but not classified:
Donovan/Jones/Adams (Bardon Ford) 210 laps.
Bassaler/Tapy/Lacaud (Sauber BMW) 200 laps.
Krankenberg/Witmeur/Libert (BMW M1) 264 laps.
Elgh/Gabbiani/Suzuki (Toyota) 295 laps.

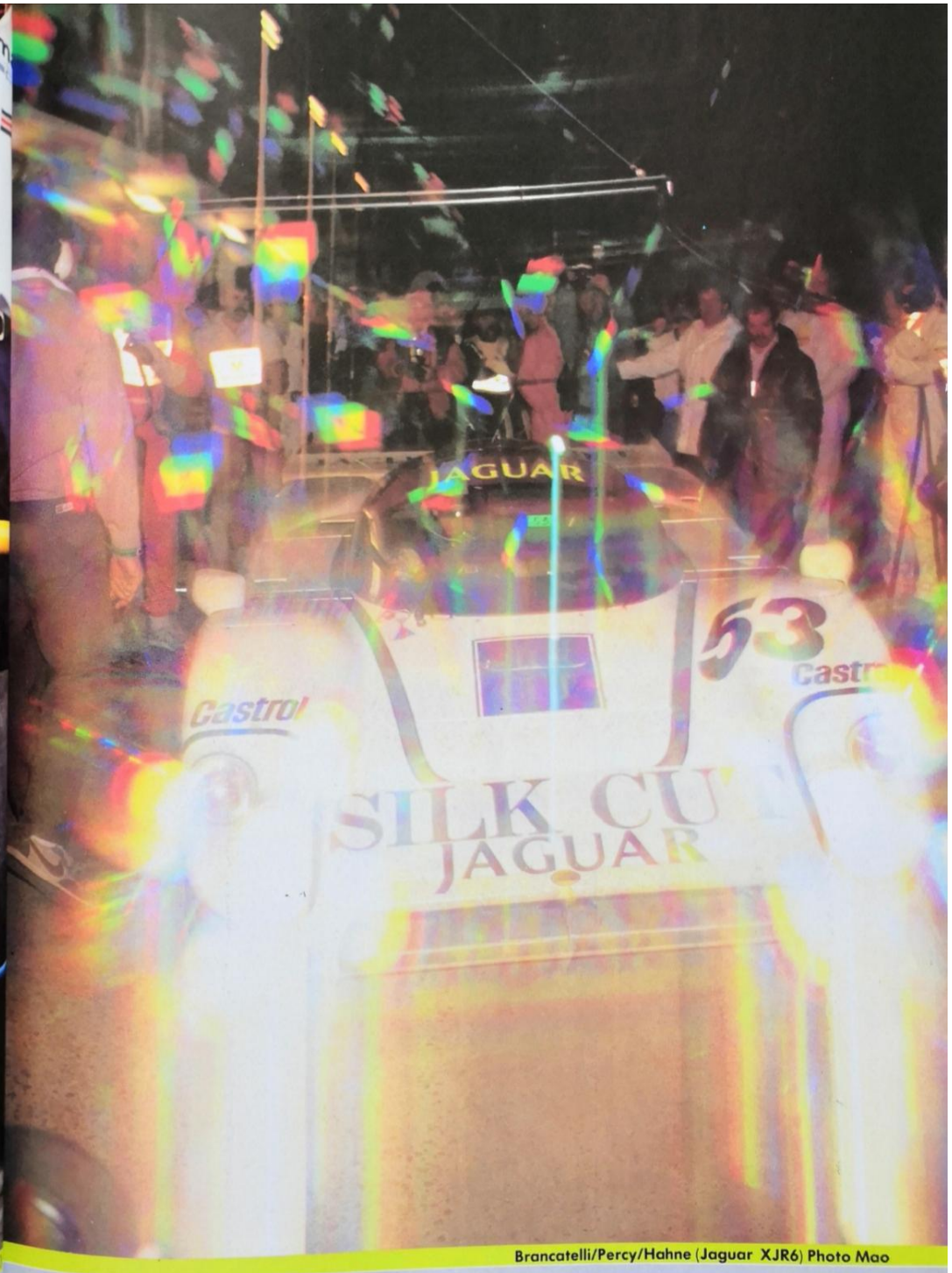


Hasemi/Wada/Weaver (Nissan R85V) Photo Jean-Luc Taillade

JAPANESE CARS MADE UP OVER 10% OF THE FIELD BUT ONLY T NISSAN R85V WAS STILL GOING AFTER 24 HOURS

Derek Bell (Photo DPPI

WITH LUDWIG OUT, BELL ONLY HAD TO CRUISE TO TAKE HIS 4TH LE MANS WIN



Brancatelli/Percy/Hahne (Jaguar XJR6) Photo Mao

THE SILK CUT JAGUAR TEAM PROMISES TO BE BACK NEXT YEAR

Larrauri/Pajera/Gouhier (Porsche 962C). Photo Albéric Haas

A FINE 2ND PLACE FOR THE ONLY BRUN PORSCHE TO FINISH

FTER A CLOSE MID-RACE BATTLE WITH THE JAGUAR N° 51

The pits at night (Photo Leboube)

THE TURNING POINTS OCCURRED, AS EVER, DURING THE SMALL HOURS WITH GARTNER'S ACCIDENT AND LUDWIG'S RETIREMENT

KANKKUNEN'S GREEK DANCE

JUHA 'KKK' KANKKUNEN WAS THE MAN TO BEAT ON THE ACROPOLIS. WARDING OFF THE REPEATED LANCIA DELTA ATTACKS THROUGHOUT THE SECOND HALF OF THE RALLY, THE FINN'S VICTORY COMES AT A CRUCIAL MOMENT IN THE SEASON AND LEAVES PEUGEOT WITH A DEFINITE ADVANTAGE IN THE QUEST FOR THEIR SECOND SUCCESSIVE MANUFACTUERS' TITLE. BUT WILL IT BE THE LAST FOR THE FRENCH MANUFACTURER? IT WOULD APPEAR THAT JEAN TODT AND HIS ARMY ARE CONSIDERING CHANGING CAMPS: F1, ENDURANCE?...

by Jean-Paul Renvoizé

Photo DPPI

VERDICT

CAN WE HAVE OUR GROUP S CARS BACK, PLEASE?

On this Sunday, 1st June, the rally world was a bit at a loss. The cars had already been scrutineered the previous day and there was a day's 'holiday' before the start. To kill time, most of those present at the rally's Lagonissi headquarters rebuilt their world, a world which President Balestre seems bent on remodelling according to his humour of the moment, lashing out at the rules with little or no respect for the standard procedures, a policy made all that much easier since JMB is the one and only captain onboard the FISA ship, surrounded by a crew of yes-men. Gabriele Cadringher, however, stands out as an integral and qualified lieutenant. The Italian engineer is probably the only FISA man capable of untangling the Group A/B/S knot, of calming down all the interested parties and of funnelling everybody's reactions into positive ideas in an effort to find a solution to everybody's liking. It is true that the majority of those concerned are in agreement that Group B as it stands should be discontinued but, when it comes to laying down the framework for the regulations to come, that's where things start getting delicate. Some manufacturers are totally for the maintaining of the original Group S project albeit in an altered form, whereas the upholding of FISA's decision to allow only Group A and N cars as from next season is favoured by others.

As for the general definition of the cars themselves, nobody appears to be against the principal of four-wheel drive but nearly everyone is opposed to turbo-charging which, they say, leaves the door wide open to cheating if, as expected, power output is limited to 300 bhp.

In the shade of the parasols on the Hotel Astir Beach terrace-bar, the arguments for and against the different solutions were being tossed about whilst the professional drivers and co-drivers themselves got together to discuss a united front, basically for a revised Group S, and to issue an open letter to FISA stating their collective opinions. Only the Lancia crews were absent from this group. Later, in the middle of the afternoon, information concerning Marc Surer's accident in a German championship round began to filter through and, with it, the news that the F1 driver's Swiss navigator had been killed in the fire which engulfed their Ford RS200. Surer himself was seriously hurt.

An awkward silence fell on rally headquarters and, to avoid having to talk, people's attention turned to the sight of Canadair fire-fighting planes loading up with water in the bay and flying off towards the grey hills behind us where, indeed, we could see black smoke rising from above the trees. Not long afterwards we learned that Kalle Grundel had been off with his practice car, the RS200 had caught fire and set alight the undergrowth in the vicinity. The crew were perfectly safe but things weren't looking all that good for the rally itself.

DRIVERS' STATEMENT:

The following statement was issued and signed by all the professional drivers at the start of the Acropolis Rally except the Lancia drivers who were asked not to do so by Cesare Fiorio, the Italian team's boss:

"The drivers totally support FISA'S efforts to control both spectator and driver safety but we feel that the current proposals will not achieve the desired results and would request that consideration be given to the following points:

1/ The drivers are very concerned about the use of turbo-chargers from both the safety point of view and that of control of power in rallying.

2/ The drivers are concerned about the fire risk of all plastic and inflammable materials in current rally cars.

3/ The drivers agree with FISA'S objective of a maximum power in rally cars of 300 bhp but would wish to point out that current Group B cars have developed many safety features by way of suspension, steering, brakes, etc, which will not be available in Group A cars.

4/ We recommend that the use of slick tyres be completely banned in rallies.

Given all the above points, we believe that a total change to Group A for World Championship rallying is not a solution to all the problems that currently exist. Many manufacturers without suitable Group A cars will be forced out of the sport and, as a result, we would respectfully request that FISA gives consideration to a Group S formula with the following major characteristics:

a/ Normally aspirated engines, maximum power: 300 bhp.

b/ No plastics or inflammable materials.

c/ Limitation on aerodynamic devices.

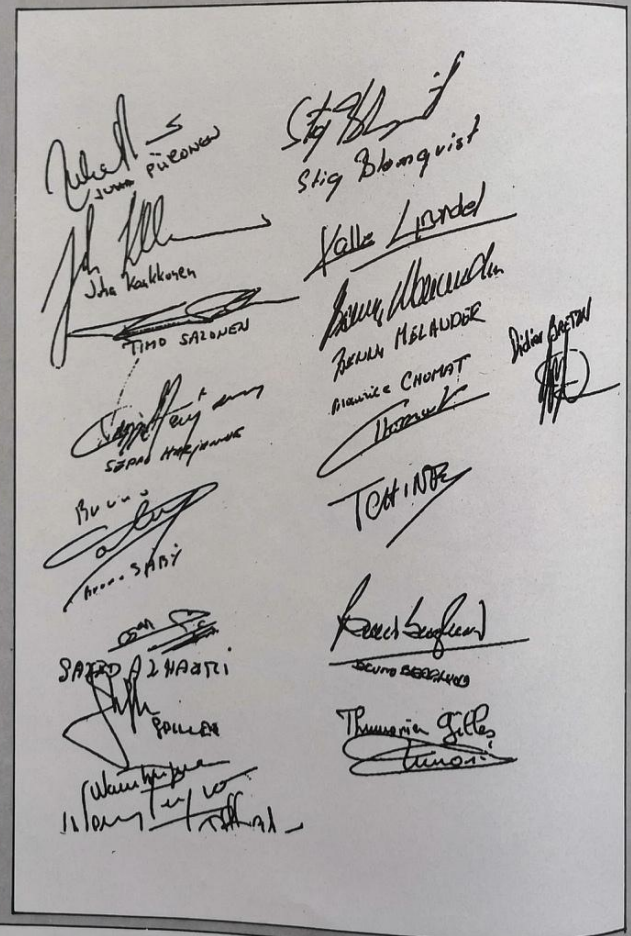
d/ A crash-test for all rally cars.

e/ Minimum production qualification that will allow as many manufacturers to contest World Championship rallies as possible.

With the introduction of the measures listed above, the drivers believe that safety in rallies will be greatly improved without destroying the stability of our sport.

We trust that FISA believes our sincerity in our desire to achieve both driver and spectator safety and will open a dialogue with us to take the drivers' opinions into consideration before the Executive Meeting on June 26.

The drivers have elected Simo Lampinen to represent them at all meetings with FISA."



ANALYSIS

No less than five drivers, driving three different cars, led the Acropolis rally at one time or another and the suspense was maintained right up until the penultimate stage as to who was going to win this, the sixth round of the World Rally Championship. It just goes to show that, when everything goes off without any serious hitches, the Group B cars are capable of providing a show which is both exciting and rich in incidents. The banning of these thinly disguised F1 cars may have become inevitable, but, having seen them in action over the last year or so, we will certainly miss them.

This time last year, Timo Salonen's victory in Greece confirmed that the latest Peugeot recruit had the makings of a champion and he went on to take the drivers' title. This year, it was the turn of Juha Kankkunen to win the Acropolis and the young Finn is now well clear in the drivers' series, 18 points ahead of his Peugeot team mate, Bruno Saby, and 29 points clear of Markku Alen, probably his main rival for the months to come. Kankkunen's win on the Greek round comes as no surprise. He has already taken the 205 T16 to victory in Sweden in February and his two African victories with Toyota in 1985 demonstrated that he was capable of adopting an intelligent pace in order to spare his car but, in Greece, Juha showed us that he is now a fully matured driver, perfectly able to adapt his tactics to the situation, that he can remain cool when the pressure is on and, especially that he is quick.

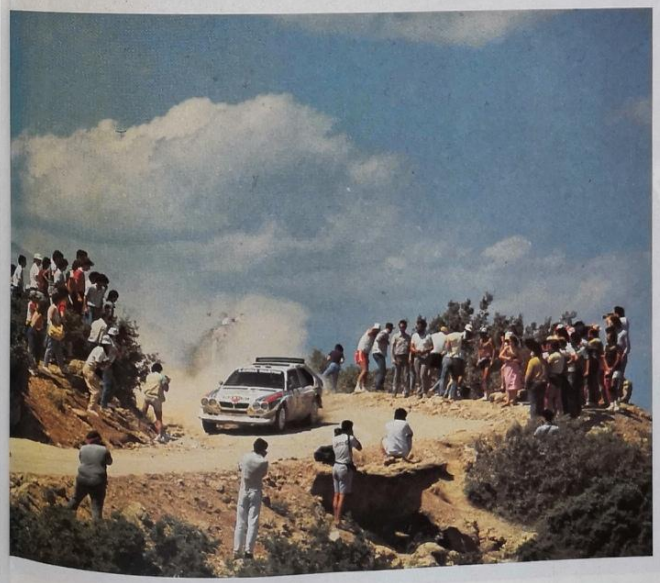
It must be said that his Swedish win was the result of the retirements of the leading contenders. On the Acropolis, he started the event at a conservative pace, possibly a little too conservative, and, once again, found himself in the lead when his principal rivals were delayed by various mechanical problems. But that's where the similarity ends for, once in front, he fully controlled the proceedings, even able to confidently allow Alen to approach and nibble away at his lead. Only when the mighty Peugeot organisation for once failed to respect a planned service point, forcing Kankkunen to tackle a long stage on used rubber, did the Finn's advantage appear momentarily fragile but, thereafter, despite the pressure being borne upon him, he remained calm and maintained his lead until the finish. Some may point out that, by setting turbo-boost at its maximum to give over 500 bhp for the Peugeot, Juha's talents weren't the only factors involved, but that would be forgetting that Lancia tried the same tactic and Alen's engine blew.

Performance-wise, the Lancias and Peugeots proved, once more, that they are at a very similar level. The French car took 17 fastest stage times and the Italian car 19. In the World Championship for makes, Peugeot has pulled out a lead of 19 points although the Turin-based team has not scored on as many rounds as their rivals. Nevertheless, with three victories against one, Jean Todt must be feeling confident for the rest of the year, especially since his team includes two talented drivers capable of winning on any of the remaining rounds (New Zealand, Argentina, 1000 Lakes, San Remo, RAC).

In Greece, there was a third force to be reckoned with; the two Ford RS200's of Blomqvist and Grundel who were constantly in the leading group, even holding first and second places for a short spell until the former rolled and the latter side-lined when his wheel nuts

The Citroën didn't last at all long in Greece, the three cars disappearing after just 3 stages. Andruet did manage two impressive 6th fastest times.

Alen seemed to have found his form again on the Acropolis, an event he would dearly like to win.



"I tell you, I wasn't going fast. Yesterday I was thirty seconds quicker in the practise car." Indeed, Kalle Grundel was the most surprised to learn that he had just set fastest time on the first stage of the rally. The fact was that the test in question was so rough that everybody covered it with great care, especially Biasion who collected a double puncture just a few yards after the start. Saby was handicapped by the clouds of dust thrown up by the S4. With a time of 9m 49s, Grundel was the first leader of the 1986 Acropolis, followed by Alen on 10m 00s and an amazing Mikael Ericsson, on his first rally with Lancia, on 10m 15s. Andruet was sixth fastest with the Citroen BX 4TC but his team mates were much less fortunate. Wambergue arrived at the stage finish with the shock absorbers showing through the wings and he had also suffered steering problems during the stage. His rally came to an end before the start of SS2 whilst Chomat retired at the finish of SS1 with the wheel of his BX folded underneath the car after a suspension joint had failed. Andruet managed another sixth time on the second stage but was forced out of the event on the following test when his wheels broke up. Citroen out.

Alen had a minor off on SS1 before complaining of turbo problems on SS2 but the Finn pulled out all the stops thereafter to take four fastest times on the next five stages and finished the first leg in first place, 26s ahead of Grundel, 27s in front of Salonen who had punctured and 34s in front of the other Ford driver, Stig Blomqvist. The rest of the leading crews trailed by two minutes or more.

Distomo, first stage of the second leg, put an end to Salonen's hopes of a repeat victory in Greece when he punctured. The Peugeot driver elected to stop and change the offending tyre, leaving his engine ticking over. Unfortunately it died out and the Finn lost a lot of time getting it started again. In all, Salonen lost 7m 30s in the stage which saw Grundel set fastest time, and, with it, the lead by 3 seconds.

The two Ford RS200s set the pace in the early part of the event. Grundel (photo) and Blomqvist even holding the first two positions before disappearing in quick succession after 18 stages.

Having dropped to 7th overall, Salonen had no other solution than to attack and that's exactly what he did, taking fastest time on ten of the following eleven stages. Meanwhile, the two Ford drivers occupied the top two places at the end of SS17 but their domination was not to last long. At the short service halt before the start of SS18, two wheel nuts seized on Grundel's RS200. The mechanics tried their best to free them but broke the wheel studs in the process. It was finally decided to change the complete half-shaft but the operation took too long and Grundel was OTL at the stage start. Ford's problems didn't stop there though, since Blomqvist rolled out of the rally on SS18. Ford out.

With Salonen delayed, Jean Todt gave Kankkunen the mission of catching Alen and the Finn responded with the maturity we have come to expect of him. His comeback was made that much easier, however, when Alen's differential started to play up before the Delta driver was left with rear wheel drive only, much to the spectators' delight but a great deal of time was lost. After 18 stages, Kankkunen was in the lead, although Biasion's series of punctures had come to an end and the Italian driver was also making up a lot of ground. Ericsson's debut event with Lancia came to an end when first the differential, then a shock absorber failed.

At the end of the second leg, i.e. at about half the total rally distance, Kankkunen's lead was 2m 01s over Biasion, 2m 02s over Alen, 3m 26s over Saby and 4m 52s over Salonen. Al Hajri's Porsche 911 SC RS led the two-wheel drive category in spectacular style whilst Kenneth Eriksson's lead over Stohl's Audi in Group A was 2 minutes.

"We've got to take back 7s per stage," calculated Cesare Fiorio, Lancia team boss, at the start of the third and final leg. Apparently, the Italians believed they were still in with a chance and, indeed, Markku gained steadily on the leading Peugeot but was unlucky enough to puncture on SS33, losing 14s to Kankkunen.

Peugeot had planned to change tyres on Kankkunen's Turbo 16 on the short road section between SS34 and SS35 but the helicopter-borne service crew was late at the rendezvous and Juha was forced to tackle the 30 km stage on worn rubber. He managed to limit the damage but nevertheless dropped 38s to Biasion and 17s to Alen. Kankkunen's lead was now only 1 minute over Alen and 1m 23s over Biasion whereas Salonen disappeared from the rally when his suspension collapsed. More and more, the Lancia team believed that Alen was going to make it but Peugeot's response was to push turbo boost up to 2.9 bar, over 500 bhp for the 205!

Fiorio gave Alen instructions to *"go all out for it"* and the Finn did just that but, despite his efforts, was 16s slower than the Peugeot driver. The French team was visibly relieved, even if Kankkunen was hit by problems; the assisted steering failed on SS38 and 26s were lost before repairs could be carried out after Stage 39. Meanwhile, oil from the system had been thrown up onto the turbo causing a small fire which burnt out the electronics governing the water injection and it was necessary to bring the turbo pressure back down to 2.5 bar (450 bhp) to spare the mechanicals.

Kankkunen's lead was sufficient though and the young Finn was happy to let Alen pull back a few seconds here and there during the final stages. Alen, however, was not to be beaten and, setting the Delta's turbo pressure at its maximum, made a last ditch attempt to snatch victory on the penultimate stage. The attempt proved fruitless when the engine exploded, leaving Kankkunen clear winner ahead of Biasion and Saby. Al Hajri finished fourth ahead of the best local, Stratissino and his Nissan 240RS.

Eriksson, who had otherwise dominated Group A, lost a lot of time when he was forced to complete a stage on only three wheels, leaving victory in the category to the Audi Quattro of Stohl. Moschous (Nissan 240RS) put up some very good stage times in the final leg to finish eighth ahead of Wittmann's Golf and Rayneri's Uno Turbo after Fiorio Junior dropped out with electrical problems.

Without his early punctures, Biasion may well have been in a better position to challenge Kankkunen.

Al Hajri took 4th place in spectacular style with the two-wheel drive Porsche 911SC.

TEAM BY TEAM

A total of 102 cars were scrutineered.

Three Peugeots were present in Greece for last year's winner Salonen/Harjanne, Saby/Fauchille and Kankkunen/Piironen and each car was fitted with the 6-speed gearbox. New on the French cars were the Michelin 'F' gravel tyres which feature a totally new tread pattern aimed at making the tyres more efficient in the specific case of four-wheel slides of the 4WD cars. Only a limited quantity of this new rubber (F5 and F9) was available and drivers only used them on the stages where their qualities could be exploited to the full.

There were three Lancia Delta S4s for Alen/Kivimaki, Biasion/Siviero and newcomers to the Italian team, Ericsson/Billstam. Pirelli had made available a stronger tyre for the tougher Greek stages, baptised SG 35 'Acropolis', which was also used by the Ford team.

For Ford, this was only their second event of the year (if one doesn't include Portugal) and two cars were entered for Blomqvist/Berglund and Grundel/Melander. Still as heavy and with power output limited to 420 bhp, the principal strong-point of the British cars was the suspensions which were said to be especially suited to the Greek stages.

The Acropolis was also the return of Citroen to the World Championship scene and two cars were available for Andruet/Peuvergne and Wambergue/ Vieu whilst a third, semi-works Total-backed car was entered for Chomat/ Breton. The French manufacturer had carefully prepared for the Greek round and were hoping that their hydropneumatic suspension would give them the edge despite the bulk and relatively low power (380 bhp) of the BX 4TCs.

The local Nissan importer entered two 240RSs for Moschous/Vasakas and Stratissino/Fertakis and the Rothmans Porsche Rally Team had brought along a 911 SC RS for Al Hajri/Spiller. Other interesting Group B entries came from Jigger (Audi Quattro), Laveris (R5 Turbo) and Melas (Lancia Rally).

In Group A, VW and Fiat were once more present with Golf GTis for Eriksson/Diekmann and Wittmann/Feltz and Jolly Club Uno Turbos for Del Zoppo/Roggia, Rayneri/Cassina and Fiorio/Pirollo. There were also works entries from Dacia and Wartburg as well as two Skoda 130LRs for Krecek and Kvaizar.

ACROPOLIS RALLY

seized during a tyre change. For them, and for the rally, it was a great shame and it is also a pity that the car is just coming good now with the season already half over. We will not see the British cars now until the 1000 Lakes in September. The RS200 made up for its weight handicap with suspensions which were ideally suited to the conditions encountered in Greece. It is quite sad that the car will not be developed to its full potential as a result of FISA's decision to put a halt to the Group B monsters. Citroen, on the other hand, are a real disappointment. The French team had made a point of honour of being absent from the World Championship since Sweden in preparation for the Acropolis where, it was promised, the suspensions of the BX 4TC would give them a considerable advantage. Six weeks testing and preparation work was carried out on the actual route of the rally itself, the drivers were satisfied that they had put in ample recce with cars identical to the ones they were to use on the day and everything had been done to ensure that Andruet, Wambergue and Chomat had the best chances of succeeding on the rough Greek terrain. However, everything turned sour as early as Stage 1 after which two very tired looking Citroens retired whilst Jean-Claude Andruet managed two credible sixth fastest times before joining his team mates in the changing rooms. The suspensions were supposed to have been the major weapon of the bulky French cars, ironically it was the suspensions that caused their rapid downfall. ■

Audi may well have pulled out of rallying this year but they will no doubt be proud of Rudi Stohl's Group A victory in Greece with the Coupé Quattro.

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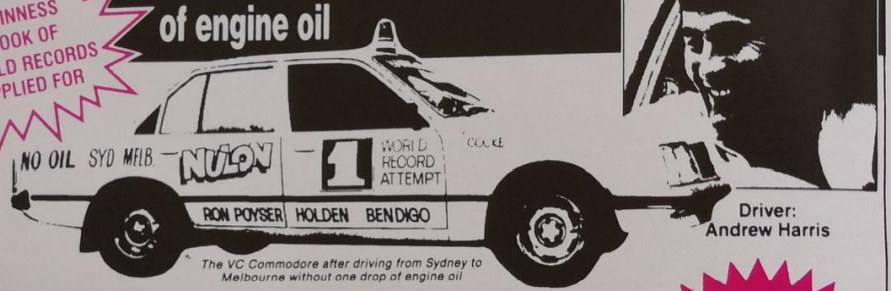

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Driver: Andrew Harris

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*Test scrutinised by Dr. P.H. Hoffman of the Royal Melbourne Institute of Technology (RMIT) for Technisearch Ltd.

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STATISTICS

TECHNICAL DATA

33rd edition of the Acropolis Rally.
Date: June 2nd - June 4th, 1986.
6th round of the World Rally Championship for makes and drivers.
Start: Athens.
Finish: Athens.
Route: 38 gravel stages (574.13 km) out of a total route length of 1890.34 km. 46 stages initially planned but 7 cancelled in compliance with FISA's requirements and 1 cancelled because of repairs. Rally divided into three legs.
First leg: Athens-Lagonissi, Monday 2nd June from 09h00 to 19h00. Total length of 430.64km including 7 stages totalling 108.1 km.
Second leg: Lagonissi-Kamena Vourla, Tuesday June 3rd from 08h00 to 22h00. Total length of 759.25 km including 14 stages totalling 180.07 km.
Third length: Kamena Vourla-Athens, Wednesday 4th June from 07h00 to 20h30. Total length of 700.45 km including 17 stages totalling 285.96 km.
Entries: 109. **Starters:** 102 (including 8 A-seeded drivers).
Finishers and classified: 34.
Weather: Hot and dry.

FOR THE RECORD

Rally: ● First round of WRC to adopt the new 'shorter length' format introduced by FISA ● Generally revised programme with all stages being run during daylight hours ● The Kalambaka rest-halt and the Peloponnese loop dropped.
Drivers: ● First Championship points for Biasion in 1986 ● First event for Chomat with Citroën BX 4TC ● First event for Mikael Ericsson with Lancia.

MAIN RETIREMENTS

SS1 **Del Zoppo/Roggia** (broken wheel).
Chomat/Breton (suspension).
Wambergue/Vieu (suspension and steering).
SS3 **Andruet/Peuvergne** (broken wheel).
SS6 **'Tchine'/Thimonier** (driveshaft).
SS17 **Ericsson/Bilstam** (front diff. and shock absorbers).
SS18 **Grundel/Melander** (wheel studs).
Blomqvist/Berglund (accident).
SS29 **Salonen/Harjanne** (suspension).
SS44 **Alen/Kivimaki** (engine).

SUCCESSIVE LEADERS

SS1 - SS3: **Grundel.**
SS4 and SS5: **Salonen.**
SS6 and SS7: **Alen.**
SS8 - SS10: cancelled.
SS11 - SS16: **Grundel.**
SS17: **Blomqvist.**
SS18 - SS46: **Kankkunen.**

BEST STAGE TIMES

	1	2	3	4	5	6	A	B
Alen	**13**	**6**	**4**	1	**7**	**2**	**33**	**36**
Salonen	12	4	2	1	–	1	20	22
Biasion	6	17	5	7	–	1	36	38
Kankkunen	5	10	16	–	3	2	36	38
Grundel	2	–	1	5	2	2	12	12
Blomqvist	1	2	2	1	4	–	10	12
Saby	–	2	3	20	3	4	32	38
Ericsson M.	–	–	1	1	1	2	5	12
Al Hajri	–	–	–	1	6	4	11	38
Stohl	–	–	–	1	–	4	5	38
Moscous	–	–	–	–	7	4	11	38
Jägger	–	–	–	–	2	6	8	26
Eriksson K.	–	–	–	–	1	6	7	38
Wittmann	–	–	–	–	1	–	1	38
Melas	–	–	–	–	–	2	2	38
Andruet	–	–	–	–	–	2	2	2

A: Number of placings in top 6.
B: Number of special stages covered

WORLD RALLY CHAMPIONSHIP (drivers)

(After 6 of 13 rounds)

1.	**Kankkunen (SF)**	**56 points**
2.	Saby (F)	38 points
3.	Alen (SF)	27 points
4.	Toivonen (SF)	20 points
	Moutinho (P)	20 points
	Waldegaard (S)	20 points
7.	Salonen (SF)	20 points
	Bica (P)	15 points
	Torph (S)	15 points
	Chatriot (F)	15 points
	Biasion (I)	15 points
12.	Ericsson M.	13 points

WORLD RALLY CHAMPIONSHIP (makes)

(After 6 of 11 rounds)

1.	**Peugeot**	**87 points**
2.	Lancia	68 points
3.	Audi	42 points
4.	VW	39 points
5.	Toyota	20 points
6.	Renault	14 points
	Ford	14 points
8.	Subaru	13 points
9.	Citroën	10 points

PAST RESULTS

(last ten editions)

1976	**Kallstrom/Andersson** (Datsun 160J).
1977	**Waldegaard/Thorszelius** (Ford RS 1800).
1978	**Röhrl/Geistdorfer** (Fiat 131 Abarth).
1979	**Waldegaard/Thorszelius** (Ford Escort RS 1800).
1980	**Vatanen/Richards** (Ford Escort RS 1800).
1981	**Vatanen/Richards** (Ford Escort RS 1800).
1982	**Mouton/Pons** (Audi Quattro).
1983	**Röhrl/Geistdorfer** (Lancia Rally).
1984	**Blomqvist/Cederberg** (Audi Quattro).
1985	**Salonen/Harjanne** (Peugeot 205 Turbo 16).

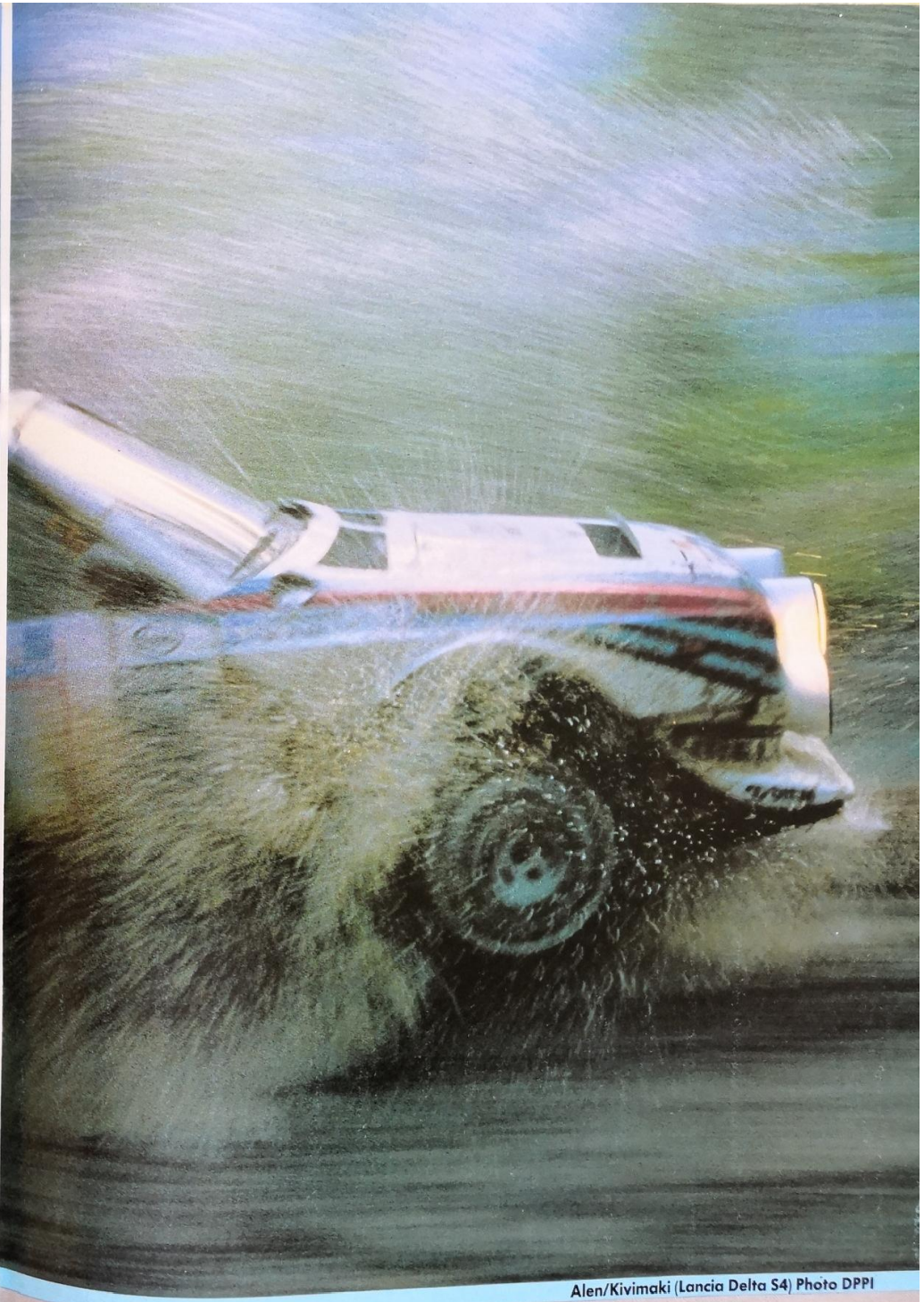
WORLD RALLY CHAMPIONSHIP (drivers of Group A cars)

(After 6 of 13 rounds)

1.	Eriksson K. (S)	**38 points**
2.	Wittmann (D)	24 points
3.	Stohl (A)	18 points
4.	Loubet (F)	13 points
	Oreille (F)	13 points
	Ericsson M. (S)	13 points
	Kirkland (EAK)	13 points
	Del Zoppo (I)	13 points
9.	Ortigao (P)	11 points
	Ragnotti (F)	11 points

FINAL RESULTS

1. **Kankkunen/Piironen (Peugeot 205 Turbo 16) 7h 20m 01s (1st Group B).**
2. Biasion/Siviero (Lancia Delta S4) 7h 21m 38s.
3. Saby/Fauchille (Peugeot 205 Turbo 16) 7h 29m 55s.
4. Al Hajri/Spiller (Porsche 911 SC RS) 8h 11m 11s.
5. Stratissino/Fertakis (Nissan 240 RS) 8h 20m 51s.
6. **Stohl/Kaufmann (Audi Coupé Quattro) 8h 24m 44s (1st Group A).**
7. Eriksson K/Diekmann (VW Golf GTi) 8h 27m25s.
8. Mashous/Vazakas (Nissan 240RS) 8h 28m 34s.
9. Wittmann/Feltz (VW Golf GTi) 8h 34m 22s.
10. Rayneri/Cassina (Fiat Uno Turbo) 8h 40m 00s.



Alen/Kivimaki (Lancia Delta S4) Photo DPPI

IN A FINAL EFFORT TO PIP KANKKUNEN AT THE POST, ALEN

SELECTED MAXIMUM TURBO PRESSURE BUT HIS ENGINE BLEW

Saby/Fauchille (Peugeot 205 Turbo 16) Photo DPPI

KANKKUNEN REINFORCES HIS LEAD IN THE DRIVERS' SERIES AND

SABY NOW LIES SECOND. THINGS LOOK GOOD FOR PEUGEOT

POSTBAG

FISA OPEN YOUR EYES

Dear GPI,

I am writing in reaction to the recent deaths of Elio de Angelis and Henri Toivonen. Being a great motorsport fan I was saddened to hear of these accidents and my sympathies lie with their families. I am also very angry at FISA for the way they handle safety in the sport. In the case of rallying, it was clear before the season started, and emphasised in Portugal that steps had to be taken; and in the case of Formula One, it has been clear for some time that restricting fuel was not the answer because it did not apply in qualifying or testing.

My question is, why does it take fatal accidents to make FISA open their eyes and do something which they could and should have done beforehand, thus preventing the loss of two such fine drivers.

I would also like to make a request to your other British readers. Could anyone who has recordings of the following: The Monaco Grand Prix 1985 and The San Marino Grands Prix 1985 and 1986 in Beta Format, please contact me.

Philip McKeown
17 Cromdale Road
Port Glasgow
Renfrewshire PA14 GLT

BRABHAM FAN CLUB

Dear GPI,

I was looking at some pictures of the Spanish Grand Prix at Jerez and I saw a banner saying "Cobra welcomes Elio and Riccardo". I have also seen other banners for the Brabham team such as "Gordon Murray is God" and I was wondering if Cobra was the Brabham fan club? If so, can you tell me how to get in touch with the people behind the banners?

A Brabham Freak
Edinburg
Scotland

Yes, Cobra is the Brabham supporters club. Anyone interested in receiving the Brabham supporters magazine, or in need of any other information should contact: Andy Hallbery, 92 Draycott Avenue, Kenton, Harrow HA3 OBY, England.

BRIGHT SPARK

Dear GPI,

In reply to Roy Barclay's letter (GPI 103) concerning the carelessness of Ayrton Senna on the race track and his previous 'conflicts' with Martin Brundle during the 1983 F3 series, I felt compelled to write. I feel that Roy holds a certain grudge against Senna, perhaps because of his meteoric rise to fame in F1, as opposed to Brundle's slower, yet to be fulfilled achievements, which by the way I reckon are not too far away.

The real reason though why I am sacrificing my valuable studying time and bic biro ink, is to point out that Senna is the brightest spark in F1 since the death of the late and very great Gilles Villeneuve. I also recall a certain element (very small no doubt!) of F1 enthusiasts who regarded the unique brilliance of Villeneuve as a threat to other F1 driver's safety. No doubt Gilles did engage in some eyebrow raising antics, but Alan Jones once said that Gilles was the only driver he felt 100% safe driving with, despite their coming together in the '81 British GP.

Senna is a true racer, restricted by the chains of fuel consumption. He is young, extremely talented and a winner. His arrogance on the race track I believe is fuelled by the desire to be first during the race, and not after everybody else has either run out of juice or otherwise, thus some reason for his ultra-exuberance. I don't think that Senna shows disrespect for other drivers, just a passion that sometimes overwhelms reasonable thinking.

Ian Swan
Donnybrook, Dublin.

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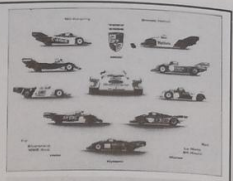

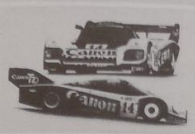

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